2003

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Jurisdiction Report

87

Southampton County
City of Franklin
Town of Boykins
Town of Branchville
Town of Capron
Town of Courtland
Town of Ivor
Town of Newsoms

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

(29) US Route

7 Virginia State Route

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

					Sout	nampton Mainter	nance Ai	ea							
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Southampton County				From:		N. d. C. E. Co.	T .	i							
<u> </u>	1.40	1700	F	86%	1%	North Carolina Stat	11%	0%	F	0.087	F	0.551	1800	F	2003
35	1.40	1700	•	To:	1 /0	SCL Boykins		070	•	0.007	'	0.551	1000	į.	2000
Cown of Boykins															
OWI OF BOYKIIS				From:		SCL Boykins									
(35)	1.24	1700	N	86%	1%	1% 1%	11%	0%	Ν	0.087	Ν	0.551	1800	Ν	2003
<u> </u>				From:		SR 186									
(35)	0.49	4500	F	86%	1%	1% 1%	11%	0%	С	0.092	F	0.555	4600	F	2003
				To:		NCL Boykins	3								
Southampton County															
	4.93	1700	G	81%	2%	NCL Boykins 4% 1%	12%	0%	С	NA			1700	G	2003
35	4.93	1700	G	0170	2 /0		12 /0	0 /6	C	INA			1700	G	2003
$\overline{}$	F 4F	4000		From:	20/	87-693	400/	- 00/		0.440		0.000	1000		2002
35	5.15	1800	F	81%	2%	4% 1%	12%	0%	F	0.113	F	0.606	1900	F	2003
Bus				From:		US 58 West of Cou	ırtland								
35) (58)	2.03	3700	F	91%	1%	1% 0%	6%	0%	F	0.095	F	0.545	3800	F	2003
				To:		CL Courtland	l								
Town of Courtland															
Bus	0.44	2700		From:	40/	CL Courtland		00/		0.005	k !	0.545	2002	K I	0000
35 58	0.14	3700	N	91%	1%	1% 0%	6%	0%	N	0.095	N	0.545	3800	N	2003
				From:		BUS US 58									
35	0.59	4900	F	77%	1%	1% 1%	20%	0%	F	0.077	F	0.516	5000	F	2003
]		NCL Courtlan	a								
Southampton County				From:		NCL Courtlan	d								
35	0.10	4900	N	77%	1%	1% 1%	20%	0%	Ν	0.077	Ν	0.516	5000	Ν	2003
				To		87-616 North of Co	urtland								
35)	6.18	2100	F	77%	1%	1% 1%	20%	0%	С	0.073	F	0.510	2200	F	2003
35				To:											
25	3.94	1900	F	From: 77%	1%	87-653 North of Se 1% 1%	20%	0%	F	0.071	F	0.581	2000	F	2003
35	0.01		•	To:	170	Sussex County I		- 70	•	0.07 1	•	0.001	2000	•	2000
				From:		Greensville County									
58 Southampton Pkwy	5.44	16000	F	84%	1%	1% 1%	13%	0%	F	0.070	F	0.574	15000	F	2003
				To:		W 87-615									
58 Southampton Pkwy	4.72	15000	F	From: 84%	1%	1% 1%	13%	0%	F	0.071	F	0.534	15000	F	2003
36)			•	To:	.,,		.070	 1	•	0.0	•	0.00	.0000	•	
58 Southampton Pkwy	5.55	16000	F	From: 84%	1%	87-659 1% 1%	13%	0%	F	0.074	F	0.551	15000	F	2003
58 Southampton Pkwy	0.00	10000	•	To:	170	WCL Capron		070	•	0.074	•	0.001	10000	•	2000
Town of Capron				•		•		J.							
~~				From:		WCL Capron	l .								
58	0.14	16000	N	84%	1%	1% 1%	13%	0%	Ν	0.074	Ν	0.551	15000	Ν	2003
<u> </u>				To- From:		87-653 Capror	1								
58)	0.15	15000	F	84%	1%	1% 1%	13%	0%	F	0.071	F	0.526	14000	F	2003
<u> </u>				To:		ECL Capron									
outhampton County															
~	F F0	45000		From:	40/	ECL Capron		00/	NI	0.074	N.	0.500	44000	N.I	2002
58	5.56	15000	N	84%	1%	1% 1%	13%	0%	N	0.071	N	0.526	14000	N	2003
Cautht - 51	0.40	40000		From:		R 35 & 58 Bus W of		201		0.070		0.505	47000		
58 Southampton Pkwy	3.46	18000	F	84%	1%	1% 1%	13%	0%	F	0.076	F	0.505	17000	F	2003
~~~	_			From:		Bus US 58 East Of C						_			
58	2.34	20000	Α	84%	1%	1% 1%	13%	0%	С	0.111	Α	0.548	19000	Α	2003
				To- From:		Bus US 58 West of I	ranklin								
58	0.16	18000	G	84%	1%	1% 1%	13%	0%	F	0.111	Ν	0.548	17000	G	2003
~				To:		US 58 Bus West of I	ranklin								

					Soutl	nampton I	Maintenar	nce Ar	ea							
Route	Length	AADT	QA	4Tire	Bus	2Axle	Truc		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Southampton County				From:												
58 Southampton Pkwy	3.78	21000	F	84%	1%	US 58 Bus 1	West of Frar 1%	13%	0%	F	0.076	F	0.506	20000	F	2003
30 ,				To:			outh of Frank	clin	1							
58)	2.98	18000	F	84%	1%	1%		13%	0%	F	0.069	F	0.518	17000	F	2003
<u> </u>				To		WCI	L Suffolk									
Bus				From:			JS 58									
58 Clay Street	2.32	2900	Α	97%	1%	1%	0%	1%	0%	С	0.119	Α	0.530	3300	Α	2003
				In.		WCL	Franklin									
City of Franklin Bus				From:		WCI	Franklin									
58 Clay Street	1.18	3000	F	97%	1%	1%	0%	1%	0%	F	0.090	F	0.576	3400	F	2003
<u> </u>				To-		Hunt	erdale Rd		-							
Bus 58 Clay Street	0.58	4500	F	97%	1%	1%	0%	1%	0%	F	0.093	F	0.544	5000	F	2003
56 Oldy Olicet	0.00	4000	•	To:	170			170	070	•	0.000	•	0.011	0000	•	2000
Bus				From:			estead Rd									
58 Clay Street	0.35	3900	F	97%	1%	1%	0%	1%	0%	F	0.098	F	0.593	4400	F	2003
Bus				From:		I	ee St									
58 Clay Street	0.16	2800	F	97%	1%	1%	0%	1%	0%	F	0.091	F	0.526	3200	F	2003
	bined Traffic:	5200	F	97%	1%	1%	0%	0%	0%	F	NA			5800	F	
D				To: From:		Gar	rdner St		-							
Bus 58 Clay Street	0.17	2600	F	97%	1%	1%	0%	1%	0%	F	0.087	F	0.514	2900	F	2003
, ,	bined Traffic:	4200	F	97%	1%	1%	0%	1%	0%	F	NA	•		4700	F	_000
				To:			ligh St			-						
Bus Alla Allana	0.00	2200	_	From:	40/			40/	00/	_	0.000	_	0.570	2500	_	2002
58 4th Avenue	0.26	2200	F	97% To:	1%	1% Med	0% chanic St	1%	0%	F	0.082	F	0.576	2500	F	2003
Bus				From:			irth Ave									
58 Mechanic Street	0.10	3900	F	97%	1%	1%	0%	1%	0%	F	0.096	F	0.634	4400	F	2003
				To: From:			ond Ave IS 258									
Bus 58	0.19	10000	F	97%	1%	1%	0%	1%	0%	F	0.087	F	0.600	12000	F	2003
30)				To:			Franklin									
outhampton County				_												
Bus				From:			Franklin									
58)	0.03	10000	F	97% To:	1%	1%	0% ht County I	1%	0%	F	0.087	F	0.600	12000	F	2003
						isie oi wig	gii County I	lile								
City of Franklin Bus				From:		Bus 5	58 Clay St									
58 Lee Street	0.16	1600	F	98%	1%	1%	0%	0%	0%	F	0.112	F	0.677	1800	F	2003
Com	bined Traffic:	4200	F	97%	1%	1%	0%	1%	0%	F	NA			4700	F	
<b>D</b> .				To: From:			ligh St									
Bus 58 High Street	0.27	2400	F	98%	1%	1%	e Street 0%	0%	0%	С	0.100	F	0.644	2600	F	2003
(P) -	bined Traffic:	5200	F	97%	1%	1%	0%	0%	0%	F	NA	•		5800	F	
				To:	.,,		Fourth Ave			-						
outhampton County													_			
Bus		0=00	_	From:	101		st of Courtla		001	_	0.00-	_	0.5/-	0000	_	0000
58	2.03	3700	F	91%	1%	1%	0% Courtland	6%	0%	F	0.095	F	0.545	3800	F	2003
n ea : :						WCL	Cournand									
Town of Courtland Bus				From:		WCI.	Courtland		Ī							
58	0.14	3700	N	91%	1%	1%	0%	6%	0%	Ν	0.095	Ν	0.545	3800	Ν	2003
<u> </u>				To: From:		SR 35	Courtland		<u> </u>							
Bus	1.10	6500	F	91%	1%	1%	0%	6%	0%	С	0.08	F	0.52	6700	F	2003
[58]	1.10	0300	r	91% To:	1 70		Courtland	0 /0	070	C	0.00	r	0.02	0700	ı,	2003
						LCL	Courtaina									

					South	nampton Mainten	ance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle	uck 1Trail	2Trail	- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Southampton County				Era1				-							
58	1.18	6500	N	91% Ta:	1%	1% 0% US 58 East of Cour	6%	0%	N	0.08	N	0.52	6700	N	2003
				From:		North Carolina State		ĺ							
186	2.98	1200	F	76% To:	1%	1% 1% WCL Branchvil	22%	0%	С	0.091	F	0.566	1200	F	2003
Town of Branchville															
186	0.62	1200	N	76% To:	1%	WCL Branchvil  1% 1%  ECL Branchvill	22%	0%	N	0.091	N	0.566	1200	N	2003
Southampton County								•							
186 Pittman Rd	2.35	2000	F	76%	1%	ECL Branchvill  1% 1%  WCL Boykins	22%	0%	F	0.098	F	0.543	2100	F	2003
Town of Boykins				I .		W CL DOYKIIIS	<u> </u>								
186 Pittman Rd	0.26	2800	F	76%	1%	WCL Boykins	22%	0%	F	0.111	F	0.524	2900	F	2003
				To:		SR 35									
Southampton County				From:		US 258 Smiths Fer	ry Rd	1							
South Quay Rd	2.20	1900	F	78%	1%	3% 1% 87-714 Pretlow I	17%	0%	F	0.073	F	0.672	1900	F	2003
South Quay Rd	0.22	2500	F	78% To:	1%	3% 1% SCL Suffolk	17%	0%	F	0.076	F	0.591	2500	F	2003
258 Smith Ferry Road	5.28	4300	F	93%	1%	North Carolina State 1% 0%	E Line 5%	0%	F	0.081	F	0.698	4400	F	2003
Smith Ferry Road	3.43	3800	F	From: 93%	1%	SR 189 South Qua 1% 0%	y Rd 5%	0%	С	0.090	F	0.631	3900	F	2003
Smith Ferry Road	0.41	4300	F	From: 93%	1%	87-684 Dogwood Be 1% 0% SCL Franklin	end Rd 5%	0%	F	0.092	F	0.521	4400	F	2003
City of Franklin						SCL Hankini									
~~~				From:		SCL Franklin									
258 South Street	0.28	4900	F	97%	1%	1% 0%	1%	0%	С	0.093	F	0.516	5300	F	2003
258 South Street	0.25	9500	F	From: 97%	1%	College Drive	1%	0%	F	0.088	F	0.505	10000	F	2003
~~~				From:		Bank Street									
South Street	0.35	8900	F	97%	1%	1% 0%  Roosevelt Stree	1% et	0%	F	0.088	F	0.521	9800	F	2003
South Street	0.15	8700	F	97%	1%	1% 0%	1%	0%	F	0.092	F	0.531	9500	F	2003
258 South Street	0.16	7700	F	97%	1%	Oak Street 1% 0%	1%	0%	F	0.091	F	0.555	8400	F	2003
South Street	0.21	6600	F	97%	1%	Pretlow Street  1% 0%	1%	0%	F	0.088	F	0.544	7200	F	2003
South Street	0.16	3900	F	97%	0%	High Street	1%	0%	F	0.086	F	0.568	4200	F	2003
				To: From:		Main Street South Street		-							
258 Main Street	0.29	3700	F	97% To:	0%	1% 1% Second Avenue	1% e	0%	С	0.085	F	0.585	4100	F	2003
~~~~~~~~	0.40	0000	_	From:	001	Main Street	407	001	_	0.001	_	0.010	0000	_	0000
Second Avenue	0.12	6000	F	97% To:	0%	1% 1% Mechanic Stree	1% et	0%	F	0.094	F	0.610	6600	F	2003
258 58 58	0.19	10000	F	97% To:	1%	Mechanic St 1% 0% ECL Franklin	1%	0%	F	0.087	F	0.600	12000	F	2003
						ECL Franklin									

					Oouti	iampion iviamien	ance A	Ca							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			()(:	K Factor	QK	Dir Factor	AAWDT	QW	Year
Southampton County				From:		ECL Franklin		1							
258 58 58	0.03	10000	F	97% To:	1%	1% 0% Isle of Wight County	1% Line	0%	F	0.087	F	0.600	12000	F	2003
				From:		US 58		Ī							
308	3.65	530	F	76% To:	2%	11% 1% 87-612	11%	0%	С	0.092	F	0.611	540	F	2003
				From:		Sussex County L	ine								
460	3.72	10000	F	79% To:	1%	2% 1% WCL Ivor	17%	0%	F	0.075	F	0.538	9700	F	2003
Town of Ivor															
460	0.65	10000	N	79%	1%	WCL Ivor 2% 1%	17%	0%	N	0.075	N	0.538	9700	N	2003
<u>~</u>				From:		87-616									
(460)	0.64	10000	F	79% To:	1%	2% 1% ECL Ivor	17%	0%	F	0.074	F	0.533	9500	F	2003
Southampton County															
(460)	3.59	10000	N	79%	1%	ECL Ivor 2% 1%	17%	0%	N	0.074	N	0.533	9500	N	2003
[460]				To:		Isle of Wight County									
\bigcirc				From:		Sussex County L	ine								00/00/000
600	3.90	130	R	To:		87-616 WEST				NA			NA		06/03/2003
\bigcirc				From:		87-616 EAST									
600	5.82	90	R	To:		87-635				NA			NA		07/03/2003
				From:		87-605									
601)	3.60	250	R							NA			NA		06/03/2003
				To: From:		Sussex County L	ine								
602	0.50	230	R	r rom.		87-629				NA			NA		07/03/2003
				To:		Dead End									
\bigcirc	0.50	050	_	From:	40/	87-616	40/	00/	_	0.444	_	0.057	050	_	0000
603	2.50	250	F	96%	1%	1% 0%	1%	0%	F	0.141	F	0.657	250	F	2003
603)	2.17	380	F	From: 96%	1%	87-641 West 1% 0%	1%	0%	С	0.129	F	0.58	390	F	2003
				To: From:		87-631 East									
603)	3.70	400	F	96%	1%	1% 0%	1%	0%	F	0.109	F	0.598	410	F	2003
				To: From:		87-635 West 87-635 East									
603	1.30	750	F	96%	1%	1% 0%	1%	0%	F	0.088	F	0.576	760	F	2003
				To: From:		Isle of Wight County	Line								
604)	0.01	330	R	From:		87-618				NA			NA		07/03/2003
004)				To:		Surry County Li	ne								
				From:		Sussex County L	ine								
605	1.57	210	R	To		87-628 SOUTH	т			NA			NA		06/03/2003
				From:		87-628 NORTH									
605)	1.59	140	F	95%	2%	3% 0%	0%	0%	F	0.145	F	0.644	150	F	2003
	0.00	440	_	From:	00/	87-633	00/	00/		0.444	_	0.007	440		0000
605)	3.20	140	F	95%	2%	3% 0%	0%	0%	С	0.114	F	0.667	140	F	2003
(605)	2.33	110	F	From: 95%	2%	87-616 3% 0%	0%	0%	F	0.121	F	0.577	110	F	2003
(003)	2.00		•	To:	_ /0	87-614	3,0	3,0	•	V. 12 1	•	0.077			2000
				From:		SR 35									
606	4.80	90	R	To:		07 (A7 GALTE	r			NA			NA		06/03/2003
				To:		87-607 SOUTH	1								

					Sou	itnampto	n Mainten	iance Ar	ea							
Route	Length	AADT	QA	4Tire	e Bus	3	Tr e 3+Axle			- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Southampton County				From:		97	-607 SOUTI	1								
606)	2.70	40	R	<u> </u>		07	-007 300 11	.1			NA			NA		06/03/200
				To:		Suss	ex County L	ine								
				From:		Suss	ex County L	ine								
607	0.50	110	R	To:		OT.	25 NODEL	Y			NA			NA		06/03/200
				From:			R 35 NORTH R 35 SOUTH									
607	2.20	100	R	_							NA			NA		06/03/200
				To: From:			-606 NORTI -606 SOUTI									
607)	2.10	40	R				000 500 11	•			NA			NA		06/03/200
				To: From:		87-	-628 NORTI	H								
607)	1.20	220	R	FIOIII.		87	-628 SOUTI	1			NA			NA		06/03/200
007)	0			To:			87-633									00/00/20
				From:			87-655									
608)	1.40	10	R								NA			NA		05/03/200
				To: From:			7-609 WEST 7-609 EAST									
608)	2.90	40	R	<u> </u>			7 007 E. 151				NA			NA		05/03/200
				To:		Suss	ex County L	ine								
\bigcirc				From:			87-735									
609	3.10	90	F	94%	2%	2%	0%	2%	0%	F	0.12	F	0.583	90	F	2003
				From:	201		7-608 EAST									
609	3.13	90	F	94%	2%	2%		2%	0%	С	0.124	F	0.727	90	F	2003
	4.50	130	R	From:			87-653		-		NA			NA		05/03/200
609	4.50	130	K				***				INA			INA		03/03/200
609	1.59	600	R	From:			US 58				NA			NA		05/03/200
(009)				To:			87-658		L							00/00/20
609	2.00	380	R	From:			87-038				NA			NA		05/03/200
000				To:			87-693									
				From:			87-612									
(610)	1.20	710	R	To:			G . I				NA			NA		05/03/200
				10.		Suss	ex County L	ine								
Town of Courtland				From:		Ţ	JS 58 BUS									
(611)	0.18	390	R								NA			NA		07/03/200
<u> </u>				From:			87-1509		-							
(611)	0.02	370	R								NA			NA		07/03/200
				From:			87-1522									
611)	0.13	1500	R								NA			NA		07/03/200
	0.40		_	From:			87-1506		-							07/00/00
611)	0.10	610	R	To:		FO	CL Courtland	4			NA			NA		07/03/200
Southampton County						L	on courtain									
				From:		EC	CL Courtland	d								
(611)	2.07	360	R								NA			NA		07/03/200
<u> </u>				From:			87-649									
611)	3.90	160	R	To:		07	641 NODT	T			NA			NA		07/03/200
				From:		87-	-641 NORTI -641 SOUTI	i H								
(611)	0.90	1000	R								NA			NA		07/03/200
				To: From:			7-635 WEST 7-635 EAST									
611)	1.50	970	R	L		8	1-033 EAST				NA			NA		07/03/200
		-		To:		Isle of V	Wight Count	y Line								
									-							

Route	Length	AADT	QA	4Tire	Bus		Tru			- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Southampton County				From:			County Li		211411		i actor		1 actor			
612	1.10	80	R	<u> </u>		Sussex	County L	inc			NA			NA		05/03/2003
	2.40	20		To: From:		87	7-615				NIA			NIA		05/02/2002
612)	3.40	30	R	To:		Q'	7-610				NA			NA		05/03/2003
612	8.60	170	R	From:							NA			NA		05/03/2003
				To: From:			7-655									
614)	2.20	200	R			8	7-616				NA			NA		06/03/2003
614)	1.40	260	R	From:		87	7-631				NA			NA		06/03/2003
				To: From:			7-605		ŀ							
614)	3.70	470	F	97%	2%	1%	0%	0%	0%	С	0.102	F	0.638	470	F	2003
614)	1.65	820	F	From: 97%	2%	1%	7-635 0%	0%	0%	F	0.113	F	0.798	830	F	2003
				To:		Isle of Wig		/ Line								
615)	3.85	490	R	From:		US 5	8 WEST				NA			NA		05/03/2003
				To- From:		US 5	8 EAST									
615)	2.77	120	R	To:		8′	7-612				NA			NA		05/03/2003
				From:			R 35									
616)	3.04	1300	F	87%	2%	2%	2%	7%	0%	F	0.112	F	0.557	1300	F	2003
616)	2.77	1200	F	From: 87%	2%	2%	7-728 2%	7%	0%	F	0.114	F	0.573	1200	F	2003
<u>616</u>	3.33	1100	F	From: 87%	2%	2%	7-633 2%	7%	0%	С	0.11	F	0.613	1200	F	2003
				To: From:		87-641 Joh	nson's M	ill Rd								
616	0.97	1400	F	89%	2%	2%	1%	5%	0%	F	0.119	F	0.585	1500	F	2003
	2.07	1400	F	To: From: 89%	2%	2%	7-614 1%	5%	0%	F	0.090	F	0.604	1400	F	2003
616)	2.07	1400	•	To	270		7-605	070			0.000	'	0.004	1400		2000
(616)	2.84	1100	F	89%	2%	2%	1%	5%	0%	С	0.086	F	0.6	1100	F	2003
	1.54	1200	F	From: 89%	2%	87-60 2%	00 WEST 1%	5%	0%	F	0.09	F	0.617	1300	F	2003
(616)	1.54	1200	Г	To:	2 /0		L Ivor	370	0 /6	·	0.09	ı	0.017	1300		2003
Town of Ivor				From:			1F F									
616)	0.12	1600	F	89%	2%	2%	L Ivor 1%	5%	0%	F	0.095	F	0.575	1600	F	2003
				To: From:		8	7-622									
616	0.18	1800	F	89%	2%	2%	1%	5%	0%	F	0.087	F	0.584	1800	F	2003
616)	0.13	2000	F	From: 89%	2%	87 2%	7-1201 1%	5%	0%	F	0.085	F	0.585	2000	F	2003
				To: From:		87	7-1202									
616	0.24	2400	F	89%	2%	2%	1%	5%	0%	F	0.086	F	0.578	2400	F	2003
				From:		US 46	60 EAST 60 WEST	ı								
616	0.20	550	F	91% Tn·	1%	2% NC	0% L Ivor	5%	0%	F	0.100	F	0.544	560	F	2003
Southampton County																
	0.76	640		From:	10/		L Ivor	E0/	0%		0.005	F	0.522	650		2002
(616)	0.76	640	F	91% To:	1%	2%	0% 7-737	5%	U%	С	0.095	F	0.523	650	F	2003

					Couti	idifiptori marrici	idi ioc 7 ti	cu							
Route	Length	AADT	QA	4Tire	Bus	Tı 2Axle 3+Axle				K Factor	QK	Dir Factor	AAWDT	QW	Year
Southampton County				From:		87-737									
616	1.19	470	F	91%	1%	2% 0%	5%	0%	F	0.107	F	0.517	480	F	2003
616)	3.25	280	F	From: 91%	1%	87-617 2% 0%	5%	0%	F	0.129	F	0.524	290	F	2003
(010)				To:		87-621									
				From:		87-618									
617)	2.30	320	R						_	NA			NA		07/03/2003
	0.70			To: From:		87-616									07/00/0000
617)	3.70	200	R	To:		87-620			Ì	NA			NA		07/03/2003
				From:		87-616									
618)	1.70	370	R			*, ***				NA			NA		07/03/2003
				To: From:		87-600									
618)	2.30	440	R						· 1	NA			NA		07/03/2003
				To: From:		US 460 WES US 460	Γ								
618)	2.50	270	R	<u> </u>		05.00			ı	NA			NA		07/03/2003
				To: From:		87-617									
618	0.46	220	R	rioin.						NA			NA		07/03/2003
				To: From:		87-624									
618	2.54	180	R						1	NA			NA		07/03/2003
				To: From:		87-621									
(619)	2.31	200	R	From:		87-635				NA			NA		07/03/2003
(619)	2.01	200		To		Isle of Wight Coun	ty Line			1471			107.		01100/2000
Town of Ivor															
	2.22	4=00	_	From:	40/	US 460	40/	00/	-	0.005	_	0.500	4500	_	2000
(620)	0.23	1500	F	94% To:	1%	1% 1% 87-736	4%	0%	F 	0.095	F	0.566	1500	F	2003
Southampton County				•		07 730									
				From:		87-736									
(620)	1.94	1200	F	94%	1%	1% 1%	4%	0%	С	0.104	F	0.62	1200	F	2003
	1.00	4=00		From:	40/	87-635	40/	00/	_	0.4		0.040	4500		
620	1.26	1500	F	94%	1%	1% 1%	4%	0%	F	0.1	F	0.640	1500	F	2003
	1.06	1300		From: 94%	1%	87-617 1% 1%	4%	0%	F	0.095	F	0.639	1300	F	2003
(620)	1.00	1300	F	94 70 To:		Isle of Wight Coun		0%	F	0.093	Г	0.039	1300	Г	2003
				From:		Isle of Wight Coun	ty Line								
621)	0.48	300	F	86%	0%	2% 1%	10%	0%	С	0.121	F	0.667	310	F	2003
				To: From:		87-616									
621)	0.62	260	R							NA			NA		07/03/2003
				From:		87-618									
621)	0.35	150	R	To:				1	l	NA			NA		07/03/2003
				From:		Surry County L	ine								
(622)	1.49	90	R	FIOIII.		87-618				NA			NA		07/03/2003
622				To:		1.49 ME 87-6	10	1							0110012000
622)	0.18	80	R	From:		1.49 ME 87-0	10			NA			NA		07/03/2003
				To:		WCL Ivor									
Town of Ivor				E-					1						
(620)	0.42	100	R	From:		WCL Ivor			l	NA			NA		07/03/2003
622	0.42	100	Λ.	Te		05.1001		ı	İ	INA			INA		0110012003
622)	0.25	130	R	From:		87-1201				NA			NA		07/03/2003
(622)				To		87-1204			<u></u>						
		_			_				-	•	_		_		_

					Souti		i Mairiteri									
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			()()	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Ivor				From:			87-1204		1							
622)	0.10	180	R				87-1204				NA			NA		07/03/2003
\sim				To: From:			87-616									
(622)	0.42	360	R	To:			SCL Ivor		1	İ	NA			NA		07/03/2003
C4h				<u> </u>		, c	SCL IVOI									
Southamnton County				From:		S	SCL Ivor									
(622)	3.10	520	R	. —					-	Ī	NA			NA		07/03/2003
				From:		87-6 87-6	35 NORTH 35 SOUTH	<u>1</u> I								
622	0.30	130	R								NA			NA		07/03/2003
				To:			87-614									
\bigcirc	0.70		_	From:			87-626									07/00/0000
623	2.70	80	R	To:		87-6	500 SOUTH	1		Ì	NA			NA		07/03/2003
				From:			000 SOC 11 000 NORTH									
623	1.40	45	R							1	NA			NA		07/03/2003
				To:			87-635									
	0.11	210	R	From:		Surry	County Li	ne			NA			NA		07/03/2003
624)	0.11	210	K	To:			87-618				INA			INA		01103/2003
				From:			87-626									
(625)	1.50	30	R								NA			NA		06/03/2003
				To:			87-631									
\bigcirc			_	From:			87-628									
626	4.40	630	R	To:		87.6	516 SOUTH	1		Ì	NA			NA		07/03/2003
				From:			16 NORTH									
626)	5.00	120	R	_ —						1	NA			NA		07/03/2003
				From:			603 WEST 603 EAST									
626	1.40	80	R			0,	003 13 10 1			ı	NA			NA		07/03/2003
				To: From:			87-630									
626	1.50	90	R	rion.							NA			NA		07/03/2003
				To: From:			87-645									
(626)	0.30	380	R						1	i	NA			NA		07/03/2003
				To:			87-635									
(627)	0.90	870	R	From:			87-635				NA			NA		07/03/2003
(621)	0.50	0/0		To:			87-603				INA			INA		0110012000
				From:			SR 35									
628)	1.38	340	F	96%	1%	2%	0%	1%	0%	F	0.098	F	0.629	350	F	2003
<u> </u>				From:			87-728									
(628)	3.84	170	F	96%	1%	2%	0%	1%	0%	С	0.131	F	0.652	180	F	2003
				From:			607 SOUTH			<u> </u>		_				
628	2.70	170	F	98%	1%	0%	0%	1%	0%	F	0.122	F	0.6	170	F	2003
	4.70			From:	40/		87-626	40/	00/	_	0.40	_	0.500	200		0000
628)	1.70	230	F	98%	1%	0%	0%	1%	0%	С	0.12	F	0.593	230	F	2003
	1.93	350	F	From: 98%	1%	87-6 0%	05 SOUTH	1%	0%	F	0.087	F	0.551	360	F	2003
628)	1.33	330		90 70 To:	1 /0		x County L		J /0		0.007	'	0.001	500		2000
				From:			87-619									
629	1.90	130	R								NA			NA		07/03/2003
				To:			87-635									
\bigcirc	4.00		_	From:			87-631							110		07/00/000
630	1.30	60	R	To:			87-626			Ī	NA			NA		07/03/2003
							J, U2U			ĺ						

					Codti	iampton										
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			ίνι,	K Factor	QK	Dir Factor	AAWDT	QW	Year
Southampton County				From:		5	37-645		1							
631)	2.00	160	R	<u> </u>			7-043				NA			NA		07/03/2003
(60)				To:			03 EAST									
	3.40	340	R	From:		87-6	03 WEST				NA			NA		07/03/2003
631)	3.40	340	K	То:		8	37-614		1		INA			INA		07/03/2000
				From:			37-643		1							
632	0.80	1200	R	<u> </u>		•					NA			NA		07/03/2003
				To:		87-641 Jol	nnson's Mi	ll Rd								
\sim				From:		8	37-616									
633	2.00	150	R								NA			NA		06/03/2003
				From:		8	37-607									
633	2.50	70	R	To:		07.6	A WEGT				NA			NA		06/03/2003
				From:		87-6 87-6	26 WEST 26 EAST									
633)	2.20	220	R								NA			NA		06/03/2003
				To:		8	37-605									
\bigcirc				From:		8	37-606									
634)	1.40	40	R	To			37-628				NA			NA		06/03/2003
				From:				נ מ וו								
625	1.70	770	F	97%	1%	87-641 Jol 0%	1%	1%	0%	F	0.098	F	0.573	780	F	2003
635)	•		-	To:	. , ,		37-706	. , 0		·	0.000	•	0.0.0		•	
635)	3.00	1200	F	97%	1%	0%	1%	1%	0%	С	0.1	F	0.681	1200	F	2003
635)				To			37-626					-				
635)	3.70	640	F	97%	1%	0%	1%	1%	0%	F	0.085	F	0.621	650	F	2003
				To			03 EAST									
(635) (635)	0.60	730	F	97%	1%	0%	1%	1%	0%	F	0.096	F	0.643	740	F	2003
000				To			03 WEST									
(635)	4.20	380	R	From:		07 0	03 11 11 11				NA			NA		07/03/2003
				To:		5	37-614									
635)	1.70	410	R	From:			,, 011				NA			NA		07/03/2003
				To:		τ	JS 460									
635)	1.70	320	R	From:							NA			NA		07/03/2003
				То:		8	37-620									
\bigcirc				From:		87-641 Jol	nnson's Mi	ll Rd								
636	0.08	20	R	To:		D	. J F., J				NA			NA		12/14/2000
				From:			ead End									
627	1.60	160	R	r toni.		3	37-635				NA			NA		07/03/2003
637)				To-		87-64	0 SOUTH									0170072000
\bigcirc	4 = 0			From:		87-64	0 NORTH	[0=1001000
637)	1.70	120	R	To:			37-645				NA			NA		07/03/2003
				From:			37-611		I							
638	1.50	280	R				0/-011				NA			NA		07/03/2003
030				To:			0 SOUTH									
<u> </u>	0.70	070	_	From:	-	87-64	0 NORTH	[N1 A			N1A		07/02/2022
638)	3.78	270	R	To:		S	37-603				NA			NA		07/03/2003
				From:			County Lin	ie.								
639	0.20	80	R	<u> </u>		Surry (Jounny LIII				NA			NA		07/03/2003
				То:		De	ad End									
		_		From:		87-641 Jol	nnson's Mi	ll Rd								
640	1.35	60	R	_							NA			NA		07/03/2003
				To:		87-63	8 NORTH									

					т.									
Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			$^{\circ}$	K Factor	QK	Dir Factor	AAWDT	QW	Year
			From:		97 629 NODT	ш								
0.65	70	R	<u> </u>		87-038 NORT	11			NA			NA		07/03/200
			To: From:		87-637 NORT	Н								
1.20	40	R	_						NA			NA		07/03/200
1 50	2000	_		10/			00/	_	0.000	_	0.505	2400	_	2002
1.52	3000	г	9/%	170		170	0%	Г	0.096	Г	0.595	3100	Г	2003
2 73	1900		From:	1%		1%			0.008	F	0.643	2000	F	2003
2.70	1300	•	7	1 70				O	0.000	'	0.040	2000		2000
1 24	1800	F	From:	1%			0%	F	0.100	F	0.635	1900	F	2003
1.27	1000	•	To:	170		170		•	0.100	•	0.000	1000	•	2000
0.60	1200	F	From: 97%	1%		1%	0%	F	0.103	F	0.531	1300	F	2003
0.00	.200	·	Tar	170		170		·	0.100	•	0.001	1000	•	2000
0.90	1000	F	From: 97%	1%		0%	0%	С	0 114	F	0.533	1000	F	2003
0.00		•	Tar	170		0,0		Ū	0.111	•	0.000	1000	•	2000
1 33	560	F	97%	1%		0%		F	0.126	F	n 579	570	F	2003
1.00	300	•	To:	170			070	'	0.120	'	0.575	370		2003
			From:		87-603 WEST									
2.26	310	F		1%		0%	0%	F	0.126	F	0.7	320	F	2003
			To:											
0.40	200	_	From:		87-641; 87-100)9			NIA			NIA		07/02/20
0.10	290	ĸ							NA			NA		07/03/20
			From:		87-1001									07/00/00
0.38	230	R	To:		97 646 NODT	ш			NA			NA		07/03/20
			From:											
0.80	100	R					·		NA			NA		07/03/20
			To:		87-638									
			From:		87-641 Johnson's M	Iill Rd								
3.70	240	R	To:		07 (46 F) 07	,			NA			NA		07/03/20
			From:											
1.18	490	R							NA			NA		07/03/20
			To:		87-1015		1							
0.22	290	R	From:						NA			NA		07/03/20
			To:		87-632									
1.50	710	R	From:						NA			NA		07/03/20
			To:		87-645									
			From:		87-649									
1.45	510	R	_						NA			NA		07/03/20
0.00	400	_	From:		87-628				NIA			NIA		00/00/00
2.20	160	ĸ	To:		87-616 SOLIT	Н			NA			NA		06/03/20
			From:											
4.20	510	R					- <u>-</u>		NA			NA		07/03/20
			To: From:		87-638									
2.30	340	R							NA			NA		07/03/20
			To-		87-626									
			From:		DUGUGGO									
0.48	900	F	From: 95%	1%	BUS US 58 1% 2%	1%	0%	F	0.092	F	0.617	920	F	2003
	1.20 1.52 2.73 1.24 0.60 0.90 1.33 2.26 0.10 0.38 0.80 3.70 1.18 0.22 1.50 1.45	1.20 40 1.52 3000 2.73 1900 1.24 1800 0.60 1200 0.90 1000 1.33 560 2.26 310 0.10 290 0.38 230 0.80 100 3.70 240 1.18 490 0.22 290 1.50 710 1.45 510 2.20 160	1.20 40 R 1.52 3000 F 2.73 1900 F 1.24 1800 F 0.60 1200 F 0.90 1000 F 1.33 560 F 2.26 310 F 0.10 290 R 0.38 230 R 0.80 100 R 3.70 240 R 1.18 490 R 0.22 290 R 1.50 710 R 1.45 510 R	1.20 40 R 1.20 40 R 1.52 3000 F 97% 2.73 1900 F 97% 1.24 1800 F 97% 0.60 1200 F 97% 0.90 1000 F 97% 1.33 560 F 97% 1.00 From 0.10 290 R 0.10 290 R 0.38 230 R 0.38 230 R 1.18 490 R 1.19 From 1.10 From 1.10 From 1.11 From 1.12 From 1.13 From 1.145 510 R 1.15 From 1.16 From 1.17 From 1.18 From 1.18 From 1.19 From 1.10 From 1.10 From 1.11 From 1.11 From 1.12 From 1.13 From 1.14 From 1.15 From 1.15 From 1.16 From 1.17 From 1.18 From 1.18 From 1.18 From 1.18 From 1.18 From 1.19 From 1.19 From 1.10 From 1.10 From 1.11 From 1.11 From 1.12 From 1.14 From 1.15 From	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1,20

Rough						South	hampton I	Mainten	ance Ar	ea							
Section Sect	Route	Length	AADT	QA	4Tire	Bus					- QC		QK		AAWDT	QW	Year
Section Sect	Southampton County																
	(646)	5.12	520	F	95%	1%	1%	2%	1%	0%	С	0.124	F	0.885	530	F	2003
A					From:												
ST-100 ST-1	(646)	2.17	180	R								NA			NA		07/03/2003
SR 35 NORTH					To: From:		87	7-1006									
SR 35 NORTH	(646)	0.75	140	R								NA			NA		07/03/2003
Section Sect																	
SR 55 NOKIT NA NA 05/03/2007 NA NA NA 05/03/2007 NA NA NA 05/03/2007 NA NA NA 05/03/2007 NA NA NA 05/03/2007 NA NA 05/03/2007 NA NA NA 05/03/2007	\bigcirc	F 44	440	_	From:		SR 3:	5 SOUTH	[NIA			NIA		05/02/2004
649	(647)	5.44	440	ĸ								NA			NA		05/03/2003
		0.12	20	В	From:		SR 3:	5 NORTH	[NΙΔ			NΙΛ		05/02/2003
	(647)	0.12	30	ĸ	To:		8	7_719		1		INA			NA		05/03/2003
Main Main					From:												
ST-61 NA	649	1 40	110	R			De	ad End				NA			NA		05/03/2003
1.87 390 R	040)	1.10			To:		5	SR 35									00/00/2000
Secondary Seco					From:		8	7-611									
ST-65 S	649	1.87	390	R				7 011				NA			NA		07/03/2003
649 0.73 1100 F 98% 1% 1% 0% 0% 0% C 0.13 F 0.565 1100 F 2003 649 0.09 1500 F 98% 1% 1% 0% 0% 0% F 0.118 F 0.523 1500 F 2003 649 0.33 1900 F 98% 1% 1% 0% 0% 0% F 0.118 F 0.523 1500 F 2003 649 0.79 2100 F 98% 1% 1% 0% 0% 0% F 0.118 F 0.571 2000 F 2003 649 0.79 2100 F 98% 1% 1% 0% 0% 0% 0% F 0.118 F 0.571 2000 F 2003 650 2.84 850 R	0.0				To		Q	7 768									
S7-706 S7-707 S7-706 S	640	0.73	1100	F	98%	1%			0%	0%	С	0.13	F	0.565	1100	F	2003
649	049				To:	.,,							-			-	
649 0.33 1900 F 98% 1% 1% 0% 0% 0% 0% F 0.118 F 0.571 2000 F 2003 649 0.79 2100 F 98% 1% 1% 0% 0% 0% 0% F 0.118 F 0.571 2000 F 2003 650 2.84 850 R	640	0.09	1500	F		1%			0%	0%	F	0 118	F	0.523	1500	F	2003
649 0.33 1900 F 98% 1% 1% 0% 0% 0% F 0.118 F 0.571 2000 F 2003 649 0.79 2100 F 98% 1% 1% 0% 0% 0% 0% F 0.119 F 0.588 2100 F 2003 650 2.84 850 R	(649)	0.00	1500	•	JU 70	1 70			0 70	070	•	0.110	'	0.020	1500	•	2000
649 0.79 2100 F 98% 1% 1% 0% 0% 0% 0% 0% F 0.119 F 0.588 2100 F 2003		0.22	1000			10/			00/	00/		0 110		0.571	2000		2002
649 0.79 2100 F 98% 1% 1% 0% 0% 0% 0% 0% 0	(649)	0.33	1900	г	90%	170			U 70	U70	г	0.116	Г	0.57 1	2000	Г	2003
Dead End Dead End NA		0.70	2400			10/			00/			0.110		0.500	2100		2002
Dead End Dead End NA	(649)	0.79	2100	Г		170				0%	Г	0.119	Г	0.566	2100	Г	2003
Second Color Seco									ili Ku	<u>.</u>							
Columbia Columbia	(GEO)	2 84	850	R	<u> </u>		De	au Enu		!		NA			NA		07/03/2003
Columbia Columbia	(650)	2.01	000	•••	To:		US :	58 EAST									0170072000
S7-613					From:		US 5	8 WEST									
S7-611 S7-613 NA	(650)	2.70	770	R	_							NA			NA		07/03/2003
651 1.30 90 R																	
S7-609		4.00	00	_	From:		8	7-653				N1.0			NIA		05/00/0000
651 2.52 100 R	(651)	1.30	90	ĸ								INA			NA		05/03/2003
Signature Sign		0.50	400	_	From:		8	7-609									05/00/0000
Signature Sign	(651)	2.52	100	ĸ								NA			NA		05/03/2003
ST ST ST ST ST ST ST ST					From:		8	7-757									00/00/000
ST ST ST ST ST ST ST ST	(651)	3.75	140	R	To		LIC	50 DITE		1		NA			NA		06/03/2003
652 3.20 110 R																	
652 6.20 380 R	G-50	3 20	110	P	FIOIII.		8	/-661				NΔ			NΔ		05/03/2003
652 6.20 380 R	(652)	3.20	110	IX.	_							INA			INA		03/03/2000
SR 308		6.20	200	В	From:		Ţ	JS 58				NΙΔ			NΙΛ		05/02/2003
652 4.10 130 R	(652)	0.20	300	ĸ								INA			INA		03/03/2003
652 1.60 160 R 87-653 SOUTH NA NA 05/03/2003 652 5.20 270 R 87-651 From 87-651 87-653 SOUTH NA NA 05/03/2003 NA NA 06/03/2003 87-651 87-730		4.10	420		From:		S	R 308				NIA			NΙΔ		05/02/2003
652 1.60 160 R 87-653 SOUTH NA NA 05/03/2003 652 5.20 270 R 87-651 NA NA 06/03/2003 653 2.70 150 F 90% 1% 5% 0% 4% 0% F 0.112 F 0.571 150 F 2003	(652)	4.10	130	ĸ	To:		87-65	3 NORTE	I			INA			NA		05/03/2003
652) 5.20 270 R					From:												
652) 5.20 270 R	(652)	1.60	160	R								NA			NA		05/03/2003
652 5.20 270 R NA NA 06/03/2003 Try					To:		8	7-609									
653) 2.70 150 F 90% 1% 5% 0% 4% 0% F 0.112 F 0.571 150 F 2003	(652)	5.20	270	R								NA			NA		06/03/2003
(653) 2.70 150 F 90% 1% 5% 0% 4% 0% F 0.112 F 0.571 150 F 2003					To:		8	7-651									
(653) 2.70 150 F 90% 1% 5% 0% 4% 0% F 0.112 F 0.571 150 F 2003					<u> </u>												
Tr 87-661	(653)	2.70	150	F		1%			4%	0%	F	0.112	F	0.571	150	F	2003
					To		8	7-661									

					South	nampton Mainten	ance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus	Tri 2Axle 3+Axle			- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Southampton County				From:		87-661									
653	3.03	140	F	90%	1%	5% 0%	4%	0%	С	0.127	F	0.684	140	F	2003
(653)				To		87-659 NORTI				****					
653	3.30	250	F	90%	1%	5% 0%	4%	0%	F	0.157	F	0.64	250	F	2003
(653)				To:		87-668									
653)	1.10	500	F	95%	1%	3% 0%	1%	0%	F	0.1	F	0.792	500	F	2003
				To:		87-658 SOUTE	1								
653)	2.18	480	F	95%	1%	3% 0%	1%	0%	С	0.11	F	0.54	490	F	2003
				To:		SCL Capron									
Town of Capron															
650	0.15	570	F	95%	1%	SCL Capron	1%	0%	F	0.097	F	0.623	580	F	2003
(653)	0.15	370	•	33 /0	1 /0		1 70	0 70	'	0.037	'	0.025	300	'	2003
<u></u>	0.39	1000	F	95%	1%	US 58 3% 0%	1%	0%	F	0.109	F	0.555	1000	F	2003
653	0.55	1000	•	35 70	1 /0		1 70	0 70	'	0.103	'	0.555	1000	'	2003
(CE)	0.28	840	F	From: 95%	1%	87-748 3% 0%	1%	0%	F	0.099	F	0.699	860	F	2003
653	0.20	040	•	To:	1 /0	NCL Capron	1 70	0 70	'	0.033	'	0.033	000	'	2003
Southampton County															
				From:		NCL Capron									
(653)	2.41	240	F	95%	0%	3% 1%	1%	0%	С	0.116	F	0.5	240	F	2003
				From:		87-651									
653	2.00	160	F	95%	0%	3% 1%	1%	0%	F	0.125	F	0.634	170	F	2003
				From:		87-609									
653	3.70	190	F	96%	1%	2% 1%	1%	0%	С	0.119	F	0.56	190	F	2003
				To:		SR 35									
	0.81	230	R	From:		87-609				NΙΔ			NA		05/03/200
(654)	0.61	230	ĸ	_						NA			NA		05/03/200
	0.09	130	R	From:		0.81 MN 87-60	9			NA			NA		05/03/20
654)	0.09	130	ĸ	_ 1						INA			INA		03/03/200
	0.09	60	R	From:		US 58				NA			NA		05/03/200
654	0.09	60	ĸ							INA			INA		03/03/200
	0.77	30	R	From:		0.09 MN US 5	8			NA			NA		05/03/20
654	0.77	30	ĸ	To:		ECL Capron				INA			INA		03/03/200
Town of Capron															
				From:		ECL Capron									
(654)	0.29	150	R							NA			NA		05/03/200
				To: From:		87-653									
(654)	0.23	320	R							NA			NA		05/03/200
				To: From:		87-748									
(654)	0.03	500	R							NA			NA		05/03/200
				To:		WCL Capron		ļ							
Southampton County				From:		WCL Capron									
(654)	0.70	500	R	Щ.		WCL Capion				NA			NA		05/03/200
				To		87-655									
(654)	0.60	20	R	From:		07-033		[NA			NA		05/03/200
				To:		87-652									
				From:		87-653									
(655)	1.18	520	R							NA			NA		05/03/200
				To: From:		87-652 EAST									
(CEF)	2.00	340	R	From:		87-652 WEST				NA			NA		05/03/200
655)	2.00	J-+U	^	To:		87-612				INA			INA		03/03/200
				1		0, 012		L.							

						ampton Maintenance Ar								
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Southampton County														
655	2.00	40	R	From:		87-612			NA			NA		05/03/2003
(655)				To:		87-608								
655)	0.80	130	R	From:		07 000			NA			NA		05/03/2003
				To:		87-609								
\bigcirc				From:		87-658								
656	2.00	160	R	To:		HG 50 F ACT			NA			NA		05/03/200
				From:		US 58 EAST US 58 WEST								
656	0.60	210	R						NA			NA		05/03/200
				To:		87-652								
	2.60	60	R	From:		87-693			NIA			NΙΔ		05/03/300
657	2.60	60	ĸ	To:		87-658 EAST			NA			NA		05/03/200
				From:		87-658 WEST								
657	0.90	420	R						NA			NA		05/03/2003
				To: From:		87-653 NORTH 87-653; 87-658								
(657)	3.60	140	R	<u> </u>		,	J.		NA			NA		05/03/2003
				To:		87-652								
\bigcirc				From:		87-659								
658	2.60	210	R						NA			NA		05/03/2003
				From:		87-691								
658)	2.04	30	R						NA			NA		05/03/2003
	1 10			From:		2.04 ME 87-691								05/00/000
658	1.16	610	R	To:		87-653 NORTH			NA			NA		05/03/2003
				From:		87-653 SOUTH								
658	3.40	220	R						NA			NA		05/03/2003
				From:		87-609	-							
658	3.40	270	R						NA			NA		05/03/2003
				To: From:		SR 35 SOUTH SR 35 NORTH								
658)	4.94	520	R						NA			NA		06/03/2003
				To:		87-673								
\bigcirc				From:		87-666								
659	3.10	300	R						NA			NA		05/03/2003
$\overline{}$	0.70			From:		87-665 NORTH	-							05/00/000
(659)	3.70	760	R	To:		87-653 SOUTH			NA			NA		05/03/2003
				From:		87-653 NORTH								
659	4.20	370	R						NA			NA		05/03/2003
				From:		US 58								
(659)	2.37	580	R			0= 614			NA			NA		05/03/2003
				To:		87-612								
(660)	2.60	80	R	From:		87-659			NA			NA		05/03/2003
				To:		87-658								
				From:		87-615								
(661)	1.40	50	R						NA			NA		05/03/2003
				To: From:		87-722								
(661)	1.90	280	R						NA			NA		05/03/2003
				To: From:		87-652								
661)	2.19	110	R						NA			NA		05/03/2003
				To:		87-653								

					Soutr	nampton i	viainten	ance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle	ıck 1Trail	2Trail	- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Southampton County				From:		8	7-653		Ī							
(662)	7.00	270	R				, 003				NA			NA		05/03/2003
				To:		8	7-615									
	7 16	120	R	From:		S	R 186				NΙΔ			NIA		05/02/2003
663	7.16	120	ĸ	To:		8	7-653				NA			NA		05/03/2003
				From:			7-663									
664)	2.90	30	R	_							NA			NA		05/03/2003
				To:			7-659									
	2.50	130	R	From:		8	7-663				NA			NA		05/03/2003
665)	2.30	130	K	To:		87-65	9 SOUTH	[INA			INA		03/03/200
\bigcirc				From:			9 NORTH									
665	2.40	540	R	To:		97.66	8 SOUTH	r	1		NA			NA		05/03/2003
				From:			8 NORTH									
665	3.55	550	R								NA			NA		06/03/2003
				From:	8	7-671 Gene	ral Thom	as Hwy								
665)	2.80	160	R	To:		0	7-673				NA			NA		06/03/2003
				From:			7-730									
666	0.64	870	R	<u> </u>			7-730				NA			NA		05/03/2003
000)				To		8	7-659									
666	3.10	580	R	From:			, 000				NA			NA		05/03/2003
				To: From:		8	7-668									
666	0.55	520	F	92%	1%	2%	0%	3%	0%	С	0.113	F	0.586	530	F	2003
				To:			SR 35									
	1.50	250	R	From:		8	7-665				NA			NA		06/03/2003
667	1.50	230	IX.	To:		87-66	66 WEST				INA			INA		00/03/2000
				From:		87-60	66 EAST									0=1001000
667	1.19	450	R	To:		SR 34	SOUTH				NA			NA		05/03/2003
				From:			NORTH									
(667)	1.08	280	R	т.,		0	7.742				NA			NA		06/03/2003
				To: From:			7-743									
(668)	3.55	220	F	95%	1%	3%	7-666 0%	1%	0%	С	0.121	F	0.704	220	F	2003
(000)				To:			7-702									
(668)	1.46	310	F	95%	1%	3%	0%	1%	0%	F	0.104	F	0.768	320	F	2003
				To:		8	7-653									
\bigcirc	4.50	400		From:		8	7-668									05/00/000
(669)	1.50	180	R	To:		8	7-658		1		NA			NA		05/03/2003
Town of Bovkins				i			7-030									
				From:		S	SR 35									
(670)	0.30	1000	R	т.,		FOL	D 1:				NA			NA		06/03/2003
0.4.				To:		ECL	Boykins									
Southampton County				From:		ECL	Boykins									
670	0.20	510	R								NA			NA		06/03/2003
				From:		87	7-1326]							
670	1.01	270	R	To:		-	7.742				NA			NA		06/03/2003
				To:			7-743									
(671)	2.02	2700	F	89%	0%	1%	SR 35 1%	9%	0%	F	0.09	F	0.557	2700	F	2003
071)	2.02	00	•	To:	370		7-665	0 /0	7,0	•	0.00	•	0.507	_,,00	•	_500
		_				_							_			

					Soutr	nampton Mainten	ance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Southampton County				From:		07.665									
(671) General Thomas Hwy	2.49	2900	F	89% To:	0%	87-665 1% 1% WCL Newsoms	9%	0%	С	0.086	F	0.544	2900	F	2003
Town of Newsoms															
671)	0.17	3000	F	89%	0%	WCL Newsoms	9%	0%	F	0.085	F	0.571	3000	F	2003
(671)	0.60	2900	F	From: 89%	0%	87-673 1% 1% ECL Newsoms	9%	0%	F	0.083	F	0.569	3000	F	2003
Southampton County						ECL Newsonis		I							
	2.12		_	From:	22/	ECL Newsoms		22/	_		_			_	
671) General Thomas Hwy	2.12	2900	F	89%	0%	1% 1%	9%	0%	С	0.088	F	0.546	2900	F	2003
(671) General Thomas Hwy	1.71	3500	F	From: 89%	0%	87-674 Cypress Brid 1% 1%	ge Rd 9%	0%	F	0.080	F	0.595	3500	F	2003
671 General Thomas Hwy	1.7 1	3300	•	To:						0.000	i	0.000	3300	•	2000
(671) General Thomas Hwy	2.99	4000	F	91%	0%	37-680 WEST Sunber 1% 1%	7%	0%	С	0.087	F	0.626	4100	F	2003
,				To:		87-650 Shady Brook	Trail								
(671) General Thomas Hwy	0.85	4700	F	91%	0%	1% 1%	7%	0%	F	0.079	F	0.557	4800	F	2003
				To: From:		87-687 Delaware	Rd								
(671)	0.77	5200	F	91%	0%	87-687 1% 1%	7%	0%	F	0.081	F	0.594	5300	F	2003
071)				To:		87-688	- , ,								
(671)	0.86	5600	F	91%	0%	1% 1%	7%	0%	С	0.082	F	0.514	5700	F	2003
				To:		US 58 EB Ramp	S								
\bigcirc				From:		87-665									
672	1.87	40	R	To:		SCL Newsoms				NA			NA		06/03/2003
Town of Newsoms						Selficwsoms									
TOWN OF NEWSOMS				From:		SCL Newsoms									
(672)	0.01	690	R	To:		07 (72 WEGE				NA			NA		06/03/2003
				10.		87-673 WEST		J							
Southampton County				From:		87-673 EAST									
(672)	2.17	360	R							NA			NA		06/03/2003
				To: From:		87-674 NORTH	[-							
672)	2.80	180	R							NA			NA		06/03/2003
				From:		87-680									
(672)	2.50	110	R	To:		87-684		1		NA			NA		06/03/2003
				From:		North Carolina State	Line								
673)	0.20	260	R	<u> </u>		TVOITII Caronna State	Line			0.105	F	0.561	NA		06/03/2003
				To: From:		87-684									
673	3.75	170	F	91%	3%	0% 1%	5%	0%	С	0.132	F	0.741	180	F	2003
				To: From:		87-677 NORTH	[
673	2.69	250	F	91%	3%	0% 1%	5%	0%	F	0.107	F	0.895	260	F	2003
				To: From:		87-672 EAST									
673	0.20	640	F	91%	3%	0% 1%	5%	0%	F	0.144	F	0.552	650	F	2003
T. CN						SCL Newsoms		J							
Town of Newsoms				From:		SCL Newsoms									
(673)	0.02	780	F	95%	2%	2% 1%	1%	0%	F	0.105	F	0.518	790	F	2003
				To: From:		87-672 WEST		-							
673)	0.41	760	F	95%	2%	2% 1%	1%	0%	С	0.102	F	0.577	770	F	2003
	0.00			From:	001	87-1401	401			0.005		0.500	4000		0000
673	0.38	980	F	95% To:	2%	2% 1%	1%	0%	F	0.093	F	0.509	1000	F	2003
					8	7-671 General Thoma	as HWY								

					Jouli	nampton Mai				K		Die			
Route	Length	AADT	QA	4Tire	Bus		Truck Axle 1Tra		-0C	Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Newsoms				From:	8	7-671 General	Thomas Hww								
673)	0.09	990	F	95%	2%		% 1%	0%	F	0.155	F	0.756	1000	F	2003
<u></u>				To:		NCL Nev	vsoms								
Southampton County				-											
(672)	0.20	710	F	95%	2%	NCL Nev 2% 1	% 1%	0%	F	0.113	F	0.558	720	F	2003
673)	0.20			To:		87-65		7,0	•	0.110	•	0.000	. 20	•	2000
673)	2.38	210	F	From: 98%	0%		% 1%	0%	С	0.112	F	0.609	210	F	2003
013				To:		SR 3									
				From:		87-74	3								
674)	3.40	180	R	To:		97 672 90	MITH	1		NA			NA		06/03/200
				From:		87-673 S0 87-673 N									
674)	2.00	410	R							NA			NA		06/03/200
				To: From:		87-672 SO 87-672 NO									
674)	2.85	190	R			87-07211	жи			NA			NA		06/03/2003
				To		87-73	1								
674)	1.15	40	R	From:						NA			NA		06/03/2003
				To:		87-68	0								
\bigcirc	2.12			From:		87-65	8								00/00/000
675)	2.10	160	R	To:		87-73	:1			NA			NA		06/03/2003
				From:		Dead I									
676	0.44	130	R	<u> </u>		Dead I	and .			NA			NA		07/03/2003
0.0				To:		87-71	4								
				From:		87-673 S0	OUTH								
677)	2.40	180	R	To:		05 (52)	D. T. L.			NA			NA		06/03/2003
				From:		87-673 NO									
679	2.30	450	R	riom.		87-68	4			NA			NA		06/03/2003
678				To:		87-67	7								00/00/200
				From:		87-68	4								
(679)	1.70	70	R							NA			NA		06/03/2003
<u> </u>				From:		87-680 V	/EST								
679	0.20	70	R							NA			NA		06/03/2003
			_	From:		87-680 E	AST								
679	0.70	80	R	To:		87-68	:5			NA			NA		06/03/2003
				From:		North Carolina									
(680)	0.60	40	R			orui Caroillia	Suite Line			NA			NA		06/03/2003
				To:		87-679 V									
600	2.70	80	R	From:		87-679 E	AST			NA			NA		06/03/2003
680	2.10			To:		0.5	14								
680	4.35	270	R	From:		87-68	4			NA			NA		06/03/2003
680				To:		87-671 V									
	0.45	440	-	From:		87-671 E	AST			NI A			NI A		06/02/222
680	2.15	140	R	To:		87-67	'4			NA			NA		06/03/2003
				From:		87-68									
(681)	1.40	140	R			07-00	•			NA			NA		06/03/2003
				To:		87-73	4								
				From:		87-68	3								
682	2.30	250	R	т		o=	10			NA			NA		06/03/2003
~ "				To:		87-68	iU .								

Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	uck		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Southampton County				From:			87-674	TITUII	ZIIGII		1 dotor		1 dotoi			
683	4.40	280	R								NA			NA		06/03/2003
				Tn·			87-684									
684)	2.95	190	F	95%	4%	1%	87-673 0%	0%	0%	С	0.129	F	0.75	190	F	2003
684) Monroe Rd	3.03	390	F	95%	4%	1%	87-683 0%	0%	0%	F	0.103	F	0.732	390	F	2003
684) Monroe Rd	2.37	720	F	95%	4%	1%	87-720 0%	0%	0%	F	0.085	F	0.571	730	F	2003
684) Sycamore Church Rd	1.60	570	F	96%	1%	1%	87 SOUTH 0%	2%	0%	С	0.114	F	0.646	580	F	2003
684) Dogwood Bend Rd	1.33	520	F	96%	1%	1%	88 SOUTH 0%	2%	0%	F	0.111	F	0.667	530	F	2003
684)	0.02	920	R	From:			US 258	ner Kd			0.12	F	0.524	NA		07/03/2003
(685)	1.60	200	R	From:			rolina State	Line			NA			NA		06/03/2003
				To: From:			87-686									
686	2.47	160	R	From:			87-680				NA			NA		07/03/2003
686	2.10	300	R	From:			87-685		<u> </u>		NA			NA		07/03/2003
686	1.40	330	R	From:			US 258	Line			NA			NA		07/03/2003
				From:			ead End									
687)	0.80	200	R								NA			NA		07/03/2003
687)	3.10	90	R	From:			US 258				NA			NA		07/03/2003
687)	0.40	350	R	From:			87-689				NA			NA		07/03/2003
687)	0.10	350	R	From:			MN 87-689	9	 		NA			NA		07/03/2003
687)	1.43	1000	R	From:			87-1110 84 SOUTH	I	•		NA			NA		07/03/2003
687)	1.76	1300	F	97%	1%	87-6	84 NORTH 1%		0%	С	0.102	F	0.654	1300	F	2003
687)	2.34	1400	R	From:	8		eral Thom	as Hwy			NA			NA		07/03/2003
687)	1.33	840	F	From: 96% To:	1%	0%	US 58 1% ohnson's Mi	2%	0%	С	0.112	F	0.581	850	F	2003
688)	2.24	480	R	From:			US 58	200			NA			NA		07/03/2003
(688)	1.90	240	R	From:			87-687				NA			NA		07/03/2003
(688)	0.90	390	R	To: From:			84 NORTE 84 SOUTE				NA			NA		07/03/2003
				To:		Ţ	US 258									

					Coathampton Maintenance / trea			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	K QK [General Pactor Fa	Dir AAWDT QW octor	Year
Southampton County				From:	87-687	<u> </u>		
(689)	2.30	130	R		67-067	NA NA	NA 07/	/03/200
				To:	US 258			
				From:	SR 189			
690	1.10	120	R	To:	110.250	NA 1	NA 07	/03/200
				From:	US 258	l .		
691)	0.50	200	R		87-658	I NA	NA 05/	/03/200
(001)				To:	US 58]		
				From:	87-775			
692	0.90	80	R	To:	LIG 50 DUG	NA 1	NA 06	/03/200
				From:	US 58 BUS	<u> </u>		
602	3.53	20	R	rioin.	87-665	I NA	NA 05/	/03/200
693)	0.00			To:	SR 35]		00,200
_				From:	Dead End			
694)	1.05	20	R	•		NA	NA 05/	/03/200
				From:	US 58	}		
694)	0.21	90	R	To:	07.652	NA 1	NA 05/	/03/2003
				From:	87-653			
605	0.10	270	R	FIOIII.	US 58	I NA	NA 05/	/03/2003
695)	00			To:	87-652]		00,200
				From:	SR 35			
696)	1.20	40	R			NA	NA 05/	/03/200
				To	87-658			
(m)	1.30	160	R	From:	87-612	J NA	NA 05/	/03/200
697	1.50	100	IX.	To:	Sussex County Line]	INA 03/	03/200
				From:	87-683			
698)	1.80	50	R			NA	NA 06/	/03/200
				To:	87-672			
	0.00	20	_	From:	Dead End	N/A	NIA OF	1001000
699	0.60	30	R	To:	87-609	NA 1	NA 05/	/03/2003
				From:	87-615	<u>:</u> [
(700)	0.10	110	R		0, 250	NA	NA 05/	/03/2003
				To:	Dead End]		
\bigcirc	4.50		_	From:	North Carolina State Line		NA 05	1001000
701)	1.50	20	R	To:	SCL Branchville	NA I	NA 05/	/03/2003
					SCL Diancilvine			
Town of Branchville				From:	SCL Branchville			
(701)	0.30	80	R			NA	NA 05/	/03/2003
<u> </u>				From:	SR 186]		
(701)	0.15	250	R	т	07.720	NA 1	NA 05/	/03/2003
				To:	87-730	<u> </u>		
Southampton County				From:	87-659			
(702)	3.95	20	R	1		NA	NA 05/	/03/2003
<u> </u>				To- From:	87-712]		
702)	0.95	420	R			NA	NA 05/	/03/2003
				To-	87-668			
\bigcirc	0.00	00		From:	SR 35	N/A	NA 05	1001000
703)	2.00	20	R	To	87-673	NA 1	NA 05/	/03/2003
					07 075	I		

					South	nampton Maintena									
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Southampton County				From:											
(704)	1.67	300	R	FIOIII.		US 58				NA			NA		05/03/2003
(704)	1.07	000	• • • • • • • • • • • • • • • • • • • •	To		87-652				147 (14/ (00/00/2000
				From:		87-635		1							
705	0.40	150	R							NA			NA		07/03/2003
				To:		87-611									
\bigcirc	4.00	4 400	_	From:	00/	NCL Franklin	00/	00/	•	0.004	_	0.000	4.400	_	0000
706)	1.92	1400	F	98% To:	0%	1% 0% 87-635	0%	0%	С	0.094	F	0.620	1400	F	2003
				From:		North Carolina State	Lina	1							
(707)	0.30	170	R			Norui Calonna State	Line			NA			NA		06/03/2003
(101)				To:		87-673									
				From:		87-674									
(708)	2.30	140	R							NA			NA		06/03/2003
				To:		87-673									
Town of Newsoms				r											
<u></u>	0.64	220	R	From:	- 8	7-671 General Thoma	as Hwy			NA			NA		06/03/2003
(709)	0.04	220	K	To:		NCL Newsoms				INA			INA		00/03/2003
Southampton County						TVEL TVE WOOTING									
Southampton County				From:		NCL Newsoms									
(709)	2.36	240	R							NA			NA		06/03/2003
				To:		87-674									
				From:		87-633									
(710)	2.50	45	R	т		07.616				NA			NA		06/03/2003
				To:		87-616									
\bigcirc	1.50	100	R	From:		US 58				NA			NA		05/03/2003
711)	1.50	100	K	To:		Greensville County	Line			INA			INA		03/03/2003
				From:		87-665		1							
712	2.07	500	R			67-003				NA			NA		05/03/2003
				To:		87-702									
				From:		87-647									
(713)	0.40	70	R							NA			NA		06/03/2003
				To:		SR 35		ļ							
			_	From:	10/	SR 189	201	201			_		4000	_	
(714)	1.53	1300	F	97% To:	1%	0% 0% SCL Franklin	0%	0%	С	0.102	F	0.602	1300	F	2003
				From:											
745	1.70	100	R	r tolli.		Sussex County Li	ne			NA			NA		05/03/2003
715)	1.70	100		To:		87-612				147 (14/ (00/00/2000
				From:		87-743									
716	3.67	90	R	<u> </u>		0, 7.13				NA			NA		06/03/2003
				To:		87-665									
				From:		87-618									
717)	1.60	8	R	_						NA			NA		06/03/2003
				To:		Dead End									
	0.07	40	_	From:		US 58				NIA			NIA		05/02/2002
718	0.07	46	R							NA			NA		05/03/2003
	0.00	40		From:		0.07 MN US 58				N I A			NIA		05/00/0000
718)	0.93	48	R	To:		87-652		1		NA			NA		05/03/2003
				From:											
710	0.47	330	R			87-653				NA			NA		06/03/2003
719	0.47	300	11	Te-1		CD 25				11/7			INA		30,00,2003
740	0.14	80	R	From:		SR 35				NA			NA		06/03/2003
719	U. 1 4	00	^	To:		87-647				INA			INA		00/03/2003
						0, 01,									

					Sout	nampton Mainte	nance Ar	ea							
Route	Length	AADT	QA	4Tire	Bus	Tı 2Axle 3+Axle			O.C.	K Factor	QK	Dir Factor	AAWDT	QW	Year
Southampton County				From:		05.645									
(710)	0.25	80	R	110111.		87-647				NA			NA		06/03/2003
(719)	0.20	00	• • •	To:		Dead End							10.		00/00/2000
				From:		87-684									
720	0.70	180	R							NA			NA		06/03/2003
				To:		Dead End									
				From:	8	87-671 General Thor	nas Hwy								0=1001000
721)	0.90	180	R	To:		Dead End				NA			NA		07/03/2003
				From:		87-661									
722	1.20	190	R			87-001				NA			NA		05/03/200
(122)				To:		US 58									
				From:		87-663									
723	1.80	130	R							NA			NA		05/03/200
				To:		Dead End									
\sim				From:		87-653									
724)	1.20	20	R	To:		07.770			Ī	NA			NA		05/03/2003
				From:		87-668									
725	0.37	49	R	From:		Dead End				NA			NA		06/03/200
725	0.07	40		To:		87-684				147 (147 (00/00/200
				From:		SR 35									
727)	0.50	30	R	<u> </u>						NA			NA		06/03/200
				To:		Dead End									
				From:		87-628									
728	1.60	150	R						ı	NA			NA		06/03/2003
				To:		87-616									
	0.00	20	_	From:		87-672				NIA			NIA		00/00/000
729	0.80	20	R	To:		Dead End				NA			NA		06/03/200
				From:		Greensville Count	v I ino								
730	2.60	120	F	93%	1%	2% 1%	4%	0%	l F	0.161	F	0.512	130	F	2003
(130)				To:		87-653									
730	3.67	230	F	93%	1%	2% 1%	4%	0%	l F	0.163	F	0.542	240	F	2003
(730)				To:		87-663									
(730)	2.29	310	F	93%	1%	2% 1%	4%	0%	С	0.123	F	0.5	320	F	2003
(730)				To		87-666									
(730)	0.05	880	F	93%	1%	2% 1%	4%	0%	l F	0.098	F	0.655	890	F	2003
(730)				To:		NCL Branchvi									
Town of Branchville															
	0.07		_	From:	40/	NCL Branchvi		00/		0.007	_	0.504	700	_	0000
(730)	0.37	770	F	93% To:	1%	2% 1% SR 186	4%	0%	F	0.097	F	0.591	780	F	2003
<u> </u>						SK 180									
Southampton County				From:		87-674									
(731)	2.60	320	R						•	NA			NA		06/03/2003
				To: From:		87-675									
731)	1.54	370	R							NA			NA		06/03/2003
				To:		SR 35									
\bigcirc		_		From:		Dead End							_		
732	0.20	10	R							NA			NA		05/03/2003
				To: From:		0.20 MN Dead	End								
732	0.20	80	R	т.		0= 101			i	NA			NA		05/03/2003
				To:		87-609									

						nampton Mainte	ruck		_	K		Dir			
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axl	e 1Trail	2Trail	QC	Factor	QK	Factor	AAWDT	QW	Year
Southampton County				From:		Dead End									
(733)	0.90	60	R	<u> </u>		Dead End				NA			NA		05/03/2003
				To-		87-653									
\bigcirc				From:		87-672									
734)	2.17	180	R	To:	0	7 (71 C1 Th-	TT		Ì	NA			NA		07/03/2003
				From:	8	7-671 General Tho									
735	1.80	370	F	81%	1%	SR 308; 87-6 1% 1%	15%	0%	C	0.118	F	0.533	380	F	2003
735			-	To	.,,	87-609	,	- 1		00	•	0.000			
735)	0.74	350	F	From: 81%	1%	1% 1%	15%	0%	F	0.099	F	0.5	350	F	2003
(733)				To:	.,,	Sussex County									
				From:		87-616									
(736)	0.33	230	R							NA			NA		07/03/2003
				To:		87-620									
\bigcirc				From:		Dead End									0=1001000
737	0.25	380	R	To:		87-616			İ	NA			NA		07/03/2003
				From:											
738)	0.65	140	R	r toni.		87-635				NA			NA		07/03/2003
(730)	0.00		•••	To:		Dead End									01700/2000
				From:		87-650									
739	0.10	120	R	<u> </u>					ı	NA			NA		07/03/2003
				To:		Dead End									
				From:		Dead End									
740	0.15	40	R						Ī	NA			NA		06/03/2003
				To-		87-647									
	0.13	150	R	From:		Dead End				NA			NA		07/03/2003
741)	0.13	150	K	To:		US 58 BUS	:			INA			INA		07/03/2003
				From:		Dead End									
742)	0.92	30	R	<u> </u>		Dead End				NA			NA		07/03/2003
				To		0.92 MN OF Dea	nd End								
(742)	0.80	510	R	From:		0.92 WIT OF BEE	id End			NA			NA		07/03/2003
				To:		US 58									
(742)	0.28	310	R	From:		0000			l	NA			NA		07/03/2003
				To:		US 58 BUS	3								
				From:		North Carolina Sta	ite Line								
(743)	4.50	170	R							NA			NA		06/03/2003
0				From:		87-667									
(743)	1.00	580	R						i	NA			NA		06/03/2003
				To:	8	7-671 General Tho									
	0.13	90	R	From:		US 58 BUS	3			NA			NA		06/03/2003
744	0.13	30	1	To:		Dead End				INA			INA		00/03/2000
				From:		87-650									
745)	0.07	80	R	<u> </u>		07-050			ı	NA			NA		07/03/2003
				To:		Dead End									
				From:		US 58 BUS	S								
746	0.10	190	R						ì	NA			NA		06/03/2003
				To:		Cul-de-Sac									
\cap	0.00	00	_	From:		Dead End				N 1 A			N14		07/00/0000
747	0.20	60	R	To:		US 58			Ì	NA			NA		07/03/2003
						03.38									

					Southampton Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	OC.	QK Dir Factor	AAWDT	QW Year
Town of Capron				From:	87-654	1			
748)	0.21	640	R		0. 30 1	NA		NA	05/03/2003
				To-	87-653				
Southampton County				From:	87-709	1			
(749)	2.25	170	R		0, 102	NA		NA	06/03/2003
				To:	87-731				
\bigcirc	4.00	00	-	From:	87-653]		NIA	05/00/0000
750	1.90	20	R	To:	87-663	NA 1		NA	05/03/2003
_				From:	US 460	<u> </u>			
(751)	0.10	30	R		32.00	NA		NA	07/03/2003
				To:	Dead End				
\bigcirc		_		From:	Dead End				0=1001000
752	0.60	7	R	To:	87-653	NA 1		NA	05/03/2003
				From:	87-686	<u> </u>			
753)	0.43	210	R	<u> </u>	87-080	NA		NA	07/03/2003
				To:	0.43 ME 87-686				
753)	0.29	250	R	From:		NA		NA	07/03/2003
				To:	Dead End	<u> </u>			
\bigcirc	0.45		-	From:	Dead End			NIA	00/00/000
756	0.45	8	R	To:	87-618	NA 1		NA	06/03/2003
				From:	US 58				
757)	2.00	710	R		0000	NA		NA	06/03/2003
				To-	87-651				
\bigcirc	0.07		_	From:	Dead End]			05/00/0000
758	0.67	30	R	To:	87-651	NA 1		NA	05/03/2003
				From:	SR 35	! 			
(759)	0.32	270	R		510.55	NA		NA	05/03/2003
				To:	87-666				
Town of Capron				From:	110.50	1			
(761)	0.35	320	R		US 58	J NA		NA	05/03/2003
(101)				To:	87-654	1			
				From:	87-653				
(762)	0.07	260	R	т	07.761	NA		NA	05/03/2003
				To:	87-761				
Southampton County				From:	87-659	I			
763)	0.35	30	R			NA		NA	05/03/2003
				To:	Dead End				
	0.05	40	R	From:	87-649] NA		NA	07/03/2003
(767)	0.05	40	K	To:	Dead End	1		INA	07/03/2003
				From:	87-649	<u>. </u>			
768)	0.05	120	R	_		NA		NA	07/03/2003
				To:	Dead End	<u> </u>			
	0.00		_	From:	87-684			NIA	07/00/000
770	0.20	60	R	To:	US 258	NA 1		NA	07/03/2003
				From:	87-684	<u>. </u>			
(771) Howell's Corner Rd	0.09	30	F	64%	8% 8% 8% 12% 0%	C 0.17	F 0.6	30	F 2003
				To	US 258				

					Southampton Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	CC CK	Dir AAWDT QW Factor	Year
Southampton County				From:	Dead End			
772	0.17	150	R		Dead End	NA	NA	07/03/200
				To:	87-650			
\bigcirc	0.40	400		From:	US 58			00/00/000
775	0.42	130	R	To:	US 58 BUS	NA	NA	06/03/200
				From:	87-1003			
(1001)	0.10	130	R	<u> </u>	07-1005	NA	NA	07/03/200
				To	87-1002			
(1001)	0.15	160	R	FIOII.		NA	NA	07/03/200
				To:	87-642			
\bigcirc	0.00	00		From:	87-1001	NIA	NIA	07/00/000
1002	0.09	60	R	To	87-641 Johnson's Mill Rd	NA	NA	07/03/200
				From:	87-1010			
(1003)	0.15	310	R		67-1010	NA	NA	07/03/200
				To	87-1001			
(1003)	0.10	130	R	From:	0. 1331	NA	NA	07/03/200
				To:	87-641 Johnson's Mill Rd			
\bigcirc				From:	87-1008			0=1001000
1004	0.07	110	R	To:	87-641 Johnson's Mill Rd	NA	NA	07/03/200
				From:	Dead End			
(1005)	0.08	30	R		Dead End	NA	NA	07/03/200
				To:	87-1006			
				From:	87-1005			
1006	0.06	30	R			NA	NA	07/03/200
				From:	87-1008		 	
(1006)	0.07	230	R			NA	NA	07/03/200
	0.40			From:	87-641 Johnson's Mill Rd			07/00/000
1006	0.40	290	R	To:	87-646	NA	NA	07/03/200
				From:	87-1008			
(1007)	0.07	40	R	<u> </u>	0/ 1000	NA	NA	07/03/200
				To:	87-641 Johnson's Mill Rd			
\bigcirc				From:	Dead End			
(1008)	0.07	30	R			NA	NA	07/03/200
$\overline{}$	2.07			From:	87-1006	N/A		07/00/000
1008	0.07	90	R			NA	NA	07/03/200
	0.07	60	P	From:	87-1007	NΙΛ	NΙΛ	07/03/200
1008	0.07	60	R	To:	87-1004	NA	NA	01/03/200
				From:	87-641; 87-642			
(1009)	0.20	180	R		,	NA	NA	07/03/2003
				To:	Dead End			
\bigcirc	0.00	646	_	From:	87-641 Johnson's Mill Rd		.	07/00/00=
1010	0.20	210	R			NA	NA	07/03/2003
	0.05	100	ь	From:	87-1003	NΙΛ	NIA	07/02/2024
1010	0.05	190	R	To:	Dead End	NA	NA	07/03/2003
				From:	Dead End			
(1015)	0.06	50	R	ш	Doug Lift	NA	NA	07/03/2003
				To:	87-1016			
(1015)	0.84	650	R	From:		NA	NA	07/03/200
\sim				To:	87-643			

					South	ampion Maintenance A	Ca							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail	2Trail	- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Southampton County				From:		C-1 1- C	1							
(1016)	0.06	70	R			Cul-de-Sac			NA			NA		07/03/200
				To:		87-1015								
$\widehat{}$				From:		Cul-de-Sac								
(1017)	0.35	200	R	To:		87-1015			NA			NA		07/03/200
				From:		87-714								
(1101)	0.16	300	R	<u> </u>		07-714			NA			NA		07/03/200
<u> </u>				To:		Dead End								
				From:		87-1103								
1102	0.28	140	R	To:		Dead End	1		NA			NA		07/03/200
				From:		87-714								
1103	0.04	140	R	<u> </u>		0/-/14			NA			NA		07/03/200
				To:		87-1102								
1103	0.17	20	R	From:		V			NA			NA		07/03/200
				To:		Dead End								
\bigcirc	0.00	400	_	From:		Dead End								07/00/000
(1104)	0.26	180	R	To:		87-714			NA			NA		07/03/200
				From:		Dead End								
1110)	0.21	350	R	<u> </u>		Dead End			NA			NA		07/03/200
				To:		87-687								
$\overline{}$				From:		87-687								
1111	0.06	400	R	To:		87-1112			NA			NA		07/03/200
				From:		Dead End	1							
(1112)	0.09	250	R	<u> </u>		Dead End			NA			NA		07/03/200
				To: From:		87-1111								
(1112)	0.08	70	R	From:					NA			NA		07/03/200
				To-		Dead End								
Town of Ivor				From:		87-622	1							
(1201)	0.11	180	R	<u> </u>		87-022			NA			NA		07/03/200
				To:		87-1203								
1201)	0.11	250	R	From:					NA			NA		07/03/200
				To: From:		87-1204	-							
1201)	0.09	300	R						NA			NA		07/03/200
				To:		87-616								
	0.11	100	В	From:		87-1203			NA			NA		07/03/200
(1202)	0.11	100	R	. —		27.120.1			INA			INA		07/03/200
1202	0.09	330	R	From:		87-1204			NA			NA		07/03/200
1202)	0.00			To:		87-616								017007200
				From:		87-1201								
1203	0.16	170	R						NA			NA		07/03/200
				To- From:		87-1202								
1203	0.10	120	R	т —		D 15 :			NA			NA		07/03/200
				To: From:		Dead End	<u> </u>							
(1204)	0.13	120	R	1 10III.		87-622			NA			NA		07/03/200
(1204)				To:		97 1201	 1		. */ \					
(1204)	0.15	120	R	From:		87-1201			NA			NA		07/03/200
				To		87-1202								
·														

					Coathampton Maintenance / trea				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2		OK .	. AAWDT QW	Year
Town of Ivor				From:	Dead End				
(1205)	0.03	30	R		Dead End	NA	<u>I</u>	NA	07/03/2003
$\bigcup_{i=1}^{n}$				To-	87-620				
\bigcirc	0.00	270	_	From:	Dead End	N/A		NIA	07/02/200
(1206)	0.08	270	R	To:	87-616	NA		NA	07/03/200
Town of Bovkins						•			
	0.40	040	_	From:	SR 35			NIA	05/00/000
(1301)	0.12	210	R			NA		NA	05/03/200
(1301)	0.08	160	R	From:	87-1307	NA		NA	05/03/200
(1301)	0.00			To:	87-1310				00/00/200
(1301)	0.07	90	R	From:	07-1310	NA		NA	05/03/200
				To:	87-1311				
\bigcirc				From:	Dead End				0=1001000
(1302)	0.05	47	R			NA		NA	05/03/200
	0.06	270	R	From:	87-1303	NA		NA	05/03/200
(1302)	0.00	210	K	To:	SR 35			INA	03/03/200
				From:	87-1302				
(1303)	0.13	430	R			NA NA		NA	05/03/200
				To:	87-1312				
	0.23	470	R	From:	87-1305	NA		NA	06/03/200
(1304)	0.23	470	K	To:	87-1307			INA	00/03/200
				From:	SR 35				
(1305)	0.36	400	R			NA		NA	06/03/200
				To: From:	SR 186 EAST SR 186 WEST				
(1305)	0.12	250	R	<u> </u>	5K 160 WES1	NA	4	NA	06/03/200
				То:	87-1304				
\bigcirc				From:	SR 35				
(1306)	0.12	420	R			NA		NA	06/03/200
$\overline{}$	0.00	250	_	From:	87-1307			NIA	00/02/200
(1306)	0.09	250	R	т		NA		NA	06/03/200
(1306)	0.06	160	R	From:	87-1310	NA		NA	06/03/200
(1300)	0.00			To:	87-1311			10.0	00/00/200
(1306)	0.08	90	R	From:	0/-1311	NA		NA	06/03/200
				To:	Dead End				
\bigcirc				From:	87-1301				
(1307)	0.06	90	R			NA	i.	NA	05/03/2003
$\overline{\bigcirc}$	0.07	440		From:	87-1306			NIA	05/02/2004
(1307)	0.07	110	R			NA		NA	05/03/2003
	0.02	380	R	From:	87-1309	NA		NA	05/03/2003
(1307)	0.02	000		To:	87-1304			147.	00/00/2000
				From:	87-1305				
(1308)	0.11	410	R			NA	i	NA	06/03/200
				To:	SR 35				
$\overline{}$	0.08	110	ь	From:	87-1307	NA		NA	05/03/200
(1309)	0.06	110	R	T	07.1010	INA		INA	03/03/200
(1300)	0.07	100	R	From:	87-1310	NA		NA	05/03/200
(1309)				To	87-1311		· 		

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail		ΔΔΜΠΙΙ ()Μ	V Year
Town of Bovkins				From:	87-1311	1		
(1309)	0.03	10	R		07 1311	NA	NA	06/03/200
				To-	Dead End			
\bigcirc	0.00	400	_	From:	87-1301	NIA	NIA	00/02/200
(1310)	0.06	100	R	_		NA 1	NA	06/03/200
(1010)	0.07	70	R	From:	87-1306	NA NA	NA	06/03/200
(1310)	0.07	70		To:	07.1200	1	INA	00/03/200
1310	0.03	70	R	From:	87-1309	NA	NA	06/03/200
10.10				To:	Dead End]		
				From:	87-1301			
(1311)	0.05	60	R			NA	NA	05/03/20
				To: From:	87-1306]		0=1001001
1311)	0.07	110	R	To:	87-1309	NA 1	NA	05/03/200
Southampton County					87-1309			
Southambion County				From:	Dead End			
(1312)	0.10	290	R			NA 1	NA	05/03/200
				To:	WCL Boykins			
Town of Bovkins				From:	WCL Boykins			
(1312)	0.09	600	R			NA	NA	05/03/200
				To: From:	SR 35 NORTH			
1312)	0.06	130	R		SR 35 SOUTH	I NA	NA	05/03/20
				To:	87-1313]		
$\widehat{}$				From:	Dead End			
1313	0.09	300	R	To:	07.1212	NA 1	NA	05/03/200
				From:	87-1312			
(1314)	0.14	80	R		87-1317	I NA	NA	05/03/20
1014)				To:	87-1305	1		
(1314)	0.10	120	R	From:	07 1505	NA	NA	05/03/200
				To:	Dead End			
\bigcirc	0.40		_	From:	Dead End			00/00/00/
1315	0.10	60	R			NA -	NA	06/03/200
$\overline{}$	0.05	60	R	From:	87-1305	NA	NIA	06/03/200
(1315)	0.05	60	K	To:	Dead End	NA 1	NA	00/03/200
				From:	Dead End			
(1316)	0.06	130	R	_		NA	NA	06/03/200
				To:	87-1305			
	0.05	20	_	From:	87-1315	NA.	NIA	05/00/000
(1317)	0.05	60	R			NA •	NA	05/03/200
(1247)	0.09	350	R	From:	87-1314	NA NA	NA	05/03/200
(1317)	0.03	330		To:	SR 186		INA	03/03/200
Southampton County								
	2.2-	4=6	_	From:	87-1325			05/00/25
(1318)	0.05	150	R	To:	NCL Boykins	NA 1	NA	05/03/200
Town of Boykins					TACL DOYMIIS	<u>!</u>		
O DOVKIIIS				From:	NCL Boykins			
(1318)	0.02	850	R			NA 1	NA	05/03/200
				To:	SR 35			

					Southa	ampton Mainte	nance Are	ea							
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axl			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Southampton County				-											
	0.02	430	R	From:		Dead End				NA			NA		05/03/2003
(1319)	0.02	400	• • • • • • • • • • • • • • • • • • • •	To:		WCL Boykin	ıs			1471			147 (00/00/2000
Town of Bovkins															
	0.00	000	-	From:		WCL Boykin	IS			NIA			NIA		05/00/000
(1319)	0.09	990	R	To:		87-1303		i		NA			NA		05/03/2003
				From:		SR 35		! 1							
1320	0.04	120	R			511.50				NA			NA		06/03/200
				To:		Dead End									
\bigcirc				From:		SR 35									
(1321)	0.15	140	R							NA			NA		06/03/200
$\overline{\bigcirc}$	0.40	400		From:		87-1322				NIA			NIA		00/00/000
(1321)	0.18	100	R	To:		SR 35		i		NA			NA		06/03/2003
				From:		87-1321									
(1322)	0.02	70	R	<u> </u>		67-1321				NA			NA		06/03/2003
				To:		Dead End									
Southampton County				1											
(100)	0.11	160	R	From:		SR 186				NA			NA		05/03/2003
(1323)	0.11	100	IX.	To:		Dead End				INA			INA		03/03/200
Town of Bovkins															
				From:		Dead End									
(1324)	0.20	40	R	To:		SR 35		1		NA			NA		06/03/2003
				From:		87-1312		<u> </u>							
(1325)	0.01	450	R			8/-1312				NA			NA		05/03/2003
(1323)				To:		NCL Boykin	S								
Southampton County															
\bigcirc	0.12	400	ь.	From:		NCL Boykin	S			NIA			NΙΔ		05/02/200
(1325)	0.13	190	R	To:		87-1318		1		NA			NA		05/03/2003
				From:		Dead End									
(1326)	0.06	330	R							NA			NA		07/03/2003
				To:		87-670									
\bigcirc				From:		Dead End									0=1001000
(1327)	0.09	120	R	To:		SR 186		1		NA			NA		07/03/2003
				From:		Dead End									
(1401)	0.35	40	R	<u>L</u>		Dead End				NA			NA		07/03/2003
				To:		WCL Newsor	ns								
Town of Newsoms															
	0.40	160	R	From:		WCL Newsor	ns			NA			NA		07/03/2003
(1401)	0.40	100	• • • • • • • • • • • • • • • • • • • •	To:		07.672		1		1471			147 (01700/2000
(1401)	0.35	610	R	From:		87-673				NA			NA		07/03/2003
				To:		Dead End									
				From:		87-673									
(1402)	0.38	350	R							NA			NA		07/03/2003
				To:		ECL Newson	1S]							
Southampton County				From:		ECL Newson	20	ı							
(1402)	0.27	40	R	<u> </u>		ECT NEWSON	13			NA			NA		06/03/2003
				To:		Dead End									
· · · · · · · · · · · · · · · · · · ·															

					Southampton Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	OC.	QK Dir Factor	AAWDT QW	/ Year
Town of Newsoms				From:	87-1405	i			
(1403)	0.06	180	R		0/-1403	NA		NA	06/03/200
				To: From:	87-671 General Thomas Hwy				
(1403)	0.13	90	R			NA		NA	06/03/200
~				To:	87-709				
Southampton County				From:	87-671 General Thomas Hwy				
(1404)	0.14	440	R	. —		NA		NA	06/03/200
T. 434				To:	WCL Newsoms				
Town of Newsoms				From:	WCL Newsoms				
(1404)	0.30	670	R			NA		NA	06/03/200
				To:	87-673				
1405	0.13	350	R	From:	Dead End	J NA		NA	06/03/2003
(1405)	0.10	000	• • • • • • • • • • • • • • • • • • • •	To:	87-1403	<u> </u>		107	00/00/2000
(1405)	0.08	120	R	From:	07-1403	NA NA		NA	06/03/2003
				To: From:	Dead End; Gap Terminus				
(1405)	0.10	230	R		· ·	NA		NA	06/03/2003
				To:	87-709				
Town of Courtland				From:	SR 35				
(1501)	0.09	580	R		SK 33	NA NA		NA	07/03/2003
				To:	87-1503	1			
(1501)	0.09	120	R	From:		NA		NA	07/03/2003
				To	87-1504				
\bigcirc	0.00			From:	SR 35]			07/00/000
1502	0.09	220	R			NA		NA	07/03/2003
	0.09	240	R	From:	87-1503	NA		NA	07/03/2003
1502	0.09	240	K	т	07.1701	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		INA	01/03/2003
(1502)	0.09	150	R	From:	87-1504	NA		NA	07/03/2003
(1302)	0.00			To:	87-1505]			017007200
				From:	87-646				
(1503)	0.20	160	R			NA		NA	07/03/2003
				From:	87-1508]			
1503	0.05	110	R			NA _		NA	07/03/2003
$\overline{}$	0.05	70	_	From:	87-1514			NIA.	07/02/2000
(1503)	0.05	70	R	. —		NA •		NA	07/03/2003
(1500)	0.10	90	R	From:	87-1502	NA		NA	07/03/2003
1503)	0.10	00	• • • • • • • • • • • • • • • • • • • •	To:	07.1501	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		14/	01100/2000
(1503)	0.20	440	R	From:	87-1501	NA	,	NA	07/03/2003
				To:	87-1529				
				From:	87-1508				
(1504)	0.10	40	R			NA		NA	07/03/2003
<u> </u>	• • •	4===		To: From:	87-1502	<u> </u>			07/00:55
(1504)	0.10	150	R	To:	87-1501	NA 1		NA	07/03/2003
				From:	87-646	<u> </u>			
(1505)	0.14	300	R	<u> </u>	0 / - 040	NA		NA	07/03/2003
				To:	87-1508	1			
					0/-1300				
(1505)	0.10	120	R	From:	0/-1500	NA		NA	07/03/2003

					Southampton Maintenance Area		
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trai	C K QK I Factor F	Dir AAWDT QW Year Factor
Town of Courtland				From:	87-1507	<u> </u>	
1506)	0.12	80	R		07-1307	NA NA	NA 07/03/2
				To:	87-611	1	
<u> </u>				From:	87-1522		
1507	0.08	100	R			NA	NA 07/03/2
				From:	87-1506]	
1507	0.03	8	R	To:	D. IE I	NA T	NA 12/15/2
				From:	Dead End	1	
	0.08	240	R	Pion.	SR 35	J NA	NA 07/03/2
1508	0.00	240		To:	07.1502	1	141 0770012
1508)	0.09	220	R	From:	87-1503	NA	NA 07/03/2
1508)	0.00	220		т	07.150	177.	141 0770012
	0.09	100	R	From:	87-1504	NA	NA 07/03/2
1508	0.00	100		To:	87-1505	1	141 0770012
				From:	87-611		
1509	0.09	570	R			NA	NA 07/03/2
				To:	87-1510	1	
1509	0.10	570	R	From:		NA	NA 07/03/2
				To:	87-1515]	
1509	0.10	440	R	From:		NA	NA 07/03/2
				To:	87-646		
				From:	US 58 BUS		
1510)	0.20	180	R	. —		NA NA	NA 07/03/2
				To:	87-1509		
\frown	0.11	730	R	From:	87-646	NA	NA 07/03/2
1511)	0.11	730	K	To:	US 58 BUS	1	NA 07/03/2
				From:	Dead End		
1512)	0.06	100	R		Bout End	NA NA	NA 07/03/2
				To:	SR 35]	
				From:	Dead End		
1513)	0.08	180	R	_		NA	NA 07/03/2
				To:	US 58 BUS		
\frown	0.08	70	R	From:	SR 35	NA	NA 07/03/2
1514)	0.06	70	K	To:	87-1503	1	NA 07/03/2
				From:	Dead End		
1515	0.07	180	R		Bout End	NA NA	NA 07/03/2
				To:	87-1509	1	
				From:	87-1526		
1516	0.08	150	R			NA	NA 07/03/2
				To: From:	87-1517]	
1516	0.24	360	R	. —		NA T	NA 07/03/2
				To:	US 58 BUS	<u> </u>	
	0.10	80	R	From:	87-1518	NA	NA 07/03/2
1517	0.10	00	I.			IN/A	INA 01/03/2
	0.05	40	R	From:	87-1516	NA	NA 07/03/2
1517)	0.03	40	ĸ	To:	Dead End]	INA 07/03/2
				From:	Dead End	T	
1518	0.14	70	R	<u> </u>	Dond End	NA NA	NA 07/03/2
				To:	87-1521	1	
1518	0.22	520	R	From:	U /−1 J 2 4 1	NA	NA 07/03/2
				To:	87-1517	7	

					Coulitariploi	i Mairiteriance Ai	ica							
Route	Length	AADT	QA	4Tire	Rue	Truck e 3+Axle 1Trail		()(')	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Courtland				From:		87-1517	1							
1518	0.21	570	R	<u> </u>		67-1317			NA			NA		07/03/200
				To: From:		87-1520								
(1518)	0.17	330	R						NA			NA		07/03/200
_	0.00	700		From:		87-1519			NI A			N10		07/00/000
(1518)	0.09	700	R	To:	U	IS 58 BUS			NA			NA		07/03/200
				From:		87-1518	1							
1519	0.05	70	R						NA			NA		07/03/200
				To:		Dead End								
(1530)	0.14	90	R	From:		87-1518			NA			NA		07/03/200
1520	0.11			To:	Ι	Dead End			10.					017007200
				From:		87-1526								
(1521)	0.54	1900	R	т.,					NA			NA		07/03/200
				To: From:		IS 58 BUS								
(1522)	0.40	710	R	From:	U	IS 58 BUS			NA			NA		07/03/200
(1922)	00			To		87-611								0.700/200
				From:		87-1522								
1523	0.15	130	R	т		- IF I			NA			NA		07/03/200
				To:		Dead End	L							
Southampton County				From:	U	IS 58 BUS	Ī							
(1524)	0.24	210	R						NA			NA		07/03/200
				Tn·		Dead End								
1535	0.17	130	R	From:	EC	L Courtland			NA			NA		07/03/200
(1525)	0.11	.00	• • • • • • • • • • • • • • • • • • • •	To:	U	IS 58 BUS								017007200
_				From:	C	Cul-de-Sac								
(1526)	0.11	110	R						NA			NA		07/03/200
	0.40			From:		87-1533								0=1001000
1526	0.19	290	R	To	SC	L Courtland			NA			NA		07/03/200
Town of Courtland				<u> </u>	ge.	<u> </u>								
Courtiand				From:	SC	L Courtland								
(1526)	0.22	240	R	To:	97 1521	1; Gap Terminus			NA			NA		12/19/200
_				From:	Dead En	nd; Gap Terminus								
(1526)	0.53	230	R						NA			NA		12/19/200
				To: From:		Dead End								
1528	0.08	140	R	FIOIII.		87-1530			NA			NA		07/03/200
(1520)				Tn·		87-1522								
Southampton County														
(F)	0.15	120	R	From:		87-1503			NA			NA		07/03/200
1529	0.13	120		To:	C	Cul-de-Sac			14/-1			11/7		J17007200
				From:		IS 58 BUS								
(1530)	0.10	340	R						NA			NA		07/03/200
				To:	I	Dead End								
Town of Courtland				From:	Г	Dead End	Ī							
(1531)	0.18 78	780	R						NA			NA		07/03/200
				To:		SR 35								

					Southampton Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus Carlo Service	\cap C	QK Dir Factor	AAWDT Q	W Year
Southampton County				From:	US 58 BUS	i			
(1532)	0.14	100	R		US 36 BUS	NA NA		NA	07/03/200
				To:	Dead End				
\bigcirc	0.40		_	From:	87-1526				07/00/000
1533	0.12	30	R	To:	Cul-de-Sac	NA 1		NA	07/03/200
				From:	87-1533				
(1534)	0.03	100	R		37.3222	NA		NA	07/03/200
				To:	Cul-de-Sac				
Town of Courtland				From:	87-1522	1			
1535	0.10	160	R		07 1322	NA		NA	07/03/200
				To:	Dead End				
Southampton County				From:	87-1526	I			
(1536)	0.19	230	R		0/-1320	NA NA		NA	07/03/200
				To:	Cul-de-Sac				
Town of Branchville				From:		T			
(1601)	0.38	120	R	From:	Dead End	J NA		NA	05/03/200
(1601)	0.00	120		To:	87-730]		14/1	00/00/200
				From:	87-730				
1602	0.18	30	R			NA		NA	05/03/200
				To:	SR 186				
Southampton County				From:	87-649				
(1701)	0.18	130	R			NA		NA	07/03/200
				To: From:	87-1702				
1701)	0.08	170	R	. —		NA		NA	07/03/200
				To: From:	87-687				
(1702)	0.11	70	R	rioin.	87-1701	I NA		NA	07/03/200
(1702)				To:	87-649				
				From:	87-687				
(1703)	0.26	420	R			NA		NA	07/03/200
				From:	87-1712	<u> </u>			
(1703)	0.06	50	R	To:	Dead End	NA 1		NA	07/03/200
				From:	Dead End				
(1704)	0.05	47	R	<u> </u>	Dead End	NA		NA	07/03/200
				To: From:	87-1709	1			
(1704)	0.15	300	R	From:		NA		NA	07/03/200
<u> </u>				To:	87-649				
	0.00	440	_	From:	87-1706]		NIA	07/02/200
1705	0.09	110	R	_		NA •		NA	07/03/200
4705	0.07	220	R	From:	87-1707	NA NA		NA	07/03/200
(1705)				To:	87-644				
				From:	87-649				
(1706)	0.07	700	R			NA		NA	07/03/200
				From:	87-1707]			
(1706)	0.09	620	R			NA		NA	07/03/200
				To: From:	87-1705				
(1706)	0.09	540	R	To	07.1714	NA 1		NA	07/03/200
				To:	87-1714	<u> </u>			

					Coulii	ampton Mantenance Ar	Ca						
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail	2Trail	- QC	K Factor	Dir Actor	AWDT	QW	Year
Southampton County				From:		87-1714	1						
(1706)	0.12	470	R			8/-1/14			NA		NA		07/03/2003
<u> </u>				To:		87-1707	1						
(1706)	0.10	320	R						NA		NA		07/03/2003
<u> </u>				To: From:		87-1731	-						
(1706)	0.18	240	R	To:		87-1730			NA		NA		07/03/2003
				From:		87-1706							
(1707)	0.14	170	R	<u> </u>		87-1700			NA		NA		07/03/2003
				To:		87-1705	1						
(1707)	0.07	190	R	rioni.					NA		NA		07/03/2003
				From:		87-1714							
(1707)	0.22	80	R	To:		07.1707			NA		NA		07/03/2003
				From:		87-1706							
(1708)	0.10	190	R	r tom.		87-1709			NA		NA		07/03/2003
1700	00			To:		87-649							0.700/2000
				From:		Dead End							
(1709)	0.10	110	R						NA		NA		07/03/2003
<u> </u>				From:		87-1708	-						
1709	0.07	80	R						NA		NA		07/03/2003
$\overline{\bigcirc}$	0.10	400		From:		87-1728			NIA		NIA		07/02/2002
(1709)	0.10	160	R	To:		87-1704			NA		NA		07/03/2003
				From:		87-706							
(1710)	0.20	630	R			07 700			NA		NA		07/03/2003
				To:		87-1711	-						
(1710)	0.20	200	R	110111.					NA		NA		07/03/2003
				From:		87-1729							
(1710)	0.34	110	R						NA		NA		07/03/2003
				From:		87-1711	-						0=10010000
(1710)	0.08	380	R	To:		87-706			NA		NA		07/03/2003
				From:		87-1710							
(1711)	0.23	160	R	<u> </u>		0, 1,10			NA		NA		07/03/2003
				To:		87-1710							
\bigcirc				From:		87-1713							0=10010000
(1712)	0.09	160	R	To:		87-1703			NA		NA		07/03/2003
				From:		Dead End							
(1713)	0.05	70	R	<u> </u>		Dead End			NA		NA		07/03/2003
				From:		87-1712							
(1713)	0.29	380	R	From:					NA		NA		07/03/2003
				To:		87-687				 			
	0.11	ΕΛ	В	From:		87-1706			N/A		NIA		07/03/2002
1714)	0.11	50	R	To:		87-1707			NA		NA		07/03/2003
				From:		NCL Franklin	i						
(1715)	0.18	150	R						NA		NA		07/03/2003
				To: From:		87-1717							
(1715)	0.09	150	R						NA		NA		07/03/2003
				To:		Dead End							

					Southampton Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC K QK Dir Factor Fact		V Year
Southampton County				From:	87-641 Johnson's Mill Rd	1		
1717	0.08	990	R		o, on compone min ita	NA	NA	07/03/2003
				To: From:	87-1715]		
(1717)	0.08	460	R			NA	NA	07/03/2003
				From:	87-1733	}		
(1717)	0.30	130	R	To:	0.1.1.0	NA 1	NA	07/03/2003
				From:	Cul-de-Sac 87-1709			
(1728)	0.05	60	R	<u> </u>	87-1709	I NA	NA	07/03/2003
				To:	Cul-de-Sac			
\sim				From:	Dead End			
1729	0.04	100	R	To:	87-1710	NA 1	NA	07/03/2003
				From:				
1730	0.06	270	R	r toni.	87-1731	I NA	NA	07/03/2003
(1730)				To:	87-1732			
1730	0.12	160	R	From:	07-1732	I NA	NA	07/03/2003
				To:	87-1706]		
1730	0.11	170	R	From:	27 27 22	NA	NA	07/03/2003
				To:	Dead End			
\bigcirc				From:	87-1706			
1731	0.09	270	R			NA	NA	07/03/2003
	0.00	400	_	From:	87-1730	<u> </u>		07/00/0000
(1731)	0.09	400	R			NA •	NA	07/03/2003
	0.09	470	R	From:	87-1740	NA	NA	07/02/2002
(1731)	0.09	470	K			1NA 1	INA	07/03/2003
(1731)	0.08	590	R	From:	87-1739	NA	NA	07/03/2003
(1731)	0.00	000	.,	To:	87-644		10.0	01100/2000
				From:	87-1730			
(1732)	0.06	90	R			NA	NA	07/03/2003
				To:	Cul-de-Sac			
\bigcirc	0.08	140		From:	87-1717	NIA	NA	07/03/2003
(1733)	0.06	140	R	To:	Dead End	NA 1	INA	07/03/2003
				From:	Cul-de-Sac			
(1735)	0.06	80	R			NA	NA	07/03/2003
				To:	87-1717			
			_	From:	Cul-de-Sac			
(1739)	0.08	210	R	To:	87-1731	NA 1	NA	07/03/2003
				From:	Cul-de-Sac			
(1740)	0.06	140	R		Cul-uc-sac	I NA	NA	07/03/2003
				To:	87-1731]		
(1740)	0.07	200	R	From:	0, 1,01	NA	NA	07/03/2003
				To:	Cul-de-Sac]		
		455	_	From:	87-1731; 87-1739			07/00/777
(1741)	0.06	120	R	To:	Cul-de-Sac	NA 1	NA	07/03/2003
				From:	SR 35	l İ		
9390	0.45	450	R		cc ac	I NA	NA	09/03/2003
				To:	US 58	<u> </u>		
	<u> </u>			From:	Capron Elementary Sch	<u> </u>		
9573)	0.10	200	R			NA	NA	09/03/2003
				To:	US 58			

					Sout	nampton Mainter	iance Ai	rea							
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			- QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Southampton County				From:		Hunterdale Elementa	er Cah								
(9901)	0.16	590	R			numerdale Element	ary Scii			NA			NA		09/03/200
				To-		87-641 Johnson's M	ill Rd								
Town of Ivor				From:		Ivor Elementary So	chool								
9953)	0.08	380	R							NA			NA		12/13/2000
				To:		87-616									
Town of Courtland				From:		87-1505									
9954)	0.11	360	R							NA			NA		09/03/2003
				To:		Courtland Elem So	chool								
Southampton County				From:		SR 186									
9955	0.12	220	R	To:		Dardring Floor Cal	1			NA			NA		12/13/2000
City of Franklin						Boykins Elem Scl	1001								
				From:		Hunterdale Ro									
1 North Dr	0.08	830	F	97% To:	2%	1% 0% Crescent Dr	0%	0%	С	0.134	F	0.6	910	F	2003
				From:		Morton St									
(3901) Oak Street	0.51	870	F	97%	2%	1% 0%	0%	0%	F	0.165	F	0.571	950	F	2003
1437				To:		South St									
(3902) Maplewood St	0.47	860	F	97%	2%	Thomas St 1% 0%	0%	0%	F	0.097	F	0.566	940	F	2003
(3902) Maplewood St	0.11		•	To:	270	Washington S		0,0	•	0.001		0.000	0.10	•	2000
				From:		SCL Franklin									
(3903) Pretlow St	1.12	1600	F	90%	1%	3% 4%	2%	0%	F	0.089	F	0.539	1800	F	2003
(3903) Pretlow St	0.15	3000	F	From: 90%	1%	Morton St 3% 4%	2%	0%	F	0.083	F	0.536	3300	F	2003
(3903) Pretlow St	0.10	3000		70 70	1 /0	.15 MN Morton		070	'	0.000	į.	0.000	3300	'	2000
(3903) Pretlow St	0.07	3300	F	96%	1%	2% 0%	0%	0%	С	0.092	F	0.538	3600	F	2003
145				To: From:		Laurel St									
3903 145 Pretlow St	0.32	3000	F	90%	1%	3% 4%	2%	0%	С	0.083	F	0.604	3300	F	2003
				To: From:		South St									
3904 Armory Dr	0.70	14000	F	99%	0%	WCL Franklir 1% 0%	0%	0%	F	0.093	F	0.551	15000	F	2003
145				To- From:		Bailey Dr									
3904 Armory Dr	0.44	14000	F	99%	0%	1% 0%	0%	0%	F	0.089	F	0.536	15000	F	2003
	0.50			From:	00/	College Dr	00/	00/		0.007		0.500	0.400		
(3904) Armory Dr	0.56	7600	F	99%	0%	1% 0%	0%	0%	С	0.097	F	0.596	8400	F	2003
(3904) Armory Dr	0.09	7700	F	From: 99%	0%	Gardner St 1% 0%	0%	0%	F	0.098	F	0.601	8400	F	2003
(3904) Armory Dr				To:		Second Ave			-						
(3904) Second Ave	0.23	7600	F	99%	0%	Armory Dr 1% 0%	0%	0%	F	0.096	F	0.597	8300	F	2003
Second Ave	0.20			To:	070	High St	070	7,0	•	0.000		0.007		•	2000
3904 145 Second Ave	0.15	6300	F	99%	0%	1% 0%	0%	0%	С	0.095	F	0.585	6900	F	2003
140/				To:		US 258 Main S	St								
(3905) High St	0.15	220	F	From: 95%	3%	Magnolia St	0%	0%	F	0.138	F	0.525	240	F	2003
(3905) High St	0.13			To	J /0		J /0	J /0	ı	0.100	'	0.020	240	'	2000
(3905) High St	0.06	390	F	From: 95%	3%	Birch St 1% 0%	0%	0%	С	0.121	F	0.539	430	F	2003
145				To- From:		South St									
3905 High St	0.30	3600	F	95 <u>%</u>	3%	1% 0%	0%	0%	F	0.093	F	0.517	3900	F	2003
<u> </u>				To:		2nd St									

					Coun	idifiptori Mairitori	ai 100 7 ti	cu							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			\cap C	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Franklin															
				From:		2nd Ave									
(3905) High St	0.10	3600	F	95 <u>%</u>	3%	1% 0%	0%	0%	F	0.088	F	0.589	3900	F	2003
				To-		US 58 4th Ave									
O 11: 1 0:	0.00	4000	_	From:	40/	US 58 P; Lee St		00/	_	0.000	_	0.500	4.400	_	0000
(3905) High St	0.20	4000	F	98%	1%	1% 0%	0%	0%	С	0.098	F	0.598	4400	F	2003
				To: From:		Beaman St		1							
3905 145 High St	0.19	4100	F	98%	1%	1% 0%	0%	0%	F	0.097	F	0.588	4500	F	2003
145				To:		Homestead Rd									
_				From:		Homestead Dr									
(3905) High St	0.39	3400	F	98%	1%	1% 0%	0%	0%	С	0.095	F	0.576	3700	F	2003
145				To:		Fairview Rd									
				From:		Fairview Dr									
(3905) High St	1.37	1700	F	98%	1%	1% 0%	0%	0%	F	0.108	F	0.653	1800	F	2003
145				To:		NCL Franklin									
				From:		South St									
(3907) College Dr	0.19	6700	F	98%	1%	1% 0%	0%	0%	С	0.099	F	0.502	7300	F	2003
(3907) College Dr				-											
O 0 11 D				From:	407	Maplewood Ave					_				
(3907) College Dr	0.28	7900	F	98%	1%	1% 0%	0%	0%	F	0.093	F	0.500	8600	F	2003
				To: From:		Armory Dr									
3907 145 College Dr	0.14	8600	F	98%	1%	1% 0%	0%	0%	F	0.099	F	0.512	9400	F	2003
145				т.,				1							
Oallana Da	0.00	0700		From:	00/	SR 379 Stewart I				0.400		0.570	44000	_	0000
3907 College Dr	0.62	9700	F	98%	0%	1% 0%	0%	0%	F	0.102	F	0.573	11000	F	2003
				From:		Sycamore Rd		ŀ							
(3907) College Dr	0.12	9600	F	98%	0%	1% 0%	0%	0%	F	0.103	F	0.562	10000	F	2003
(3907) College Dr				To:		Clay St									
				From:		Bus US 58 Clay S	St								
3907 Hunterdale Rd	0.19	9200	F	96%	0%	1% 0%	2%	0%	С	0.096	F	0.586	10000	F	2003
145				To		r :									
O Humbandala Del	0.00	5000	_	From:	00/	Fairview Dr	00/	00/		0.404	_	0.047	F700	_	2002
(3907) Hunterdale Rd	0.60	5200	F	98%	0%	1% 0%	0%	0%	С	0.101	F	0.647	5700	F	2003
				From:		North Dr									
3907 Hunterdale Rd	0.71	5600	F	98%	0%	1% 0%	0%	0%	F	0.104	F	0.618	6100	F	2003
145				To-		NCL Franklin									
				From:		South St									
3909 Roosevelt St	0.19	430	F	99%	0%	1% 0%	0%	0%	F	0.111	F	0.558	480	F	2003
Roosevelt St			-	To:		Maplewood Ave			-		-			-	
				From:				1							
O Hammada ad Bal	0.40	540	_		00/	Clay St	00/	00/	_	0.445	_	0.570	500	_	0000
(3910) Homestead Rd	0.42	540	F	99%	0%	1% 0%	0%	0%	С	0.115	F	0.578	590	F	2003
				To:		High St									
_				From:		Armory Dr									
(3911) Gardner St	0.22	920	F	99%	0%	1% 0%	0%	0%	F	0.118	F	0.509	1000	F	2003
145				To:		Charles St									
				From:		Charles Street									
(3911) Gardner St	0.07	760	F	99%	0%	1% 0%	0%	0%	F	0.118	F	0.582	830	F	2003
143				To:		C4US 58									
				From:		Hunterdale Rd									
(3912) Fairview Dr	0.25	4400	F	99%	1%	0% 0%	0%	0%	F	0.097	F	0.565	4800	F	2003
(3912) Fairview Dr				т											
О гайн : г	0.00	4500	_	From:	401	Crescent Dr	001	001	^	0.000	_	0.005	4000	-	0000
(3912) Fairview Dr	0.66	4500	F	99%	1%	0% 0%	0%	0%	С	0.099	F	0.685	4900	F	2003
				To:		High St									
				From:		Clay St									
3913 Southampton Rd	0.21	320	F	99%	1%	0% 0%	0%	0%	F	0.127	F	0.593	350	F	2003
145				To:		Cypress Ave									
				From:		Morton St						•			
(3914) Banks St	0.38	2900	F	98%	1%	0% 0%	0%	0%	С	0.08	F	0.529	3200	F	2003
(3914) Banks St	0.00	2000	•	To:	1 /0	South St	J /0	- J /0	J	0.00	'	0.020	3200	•	2000
						South St									

					Coun	iampion Manien	ai 100 7 ti	ou							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Franklin				From:				-							
3915 Morton St	0.30	1300	F	97%	2%	Banks St 1% 0%	0%	0%	F	0.086	F	0.547	1400	F	2003
3915) WORTON OT	0.50	1500	•	To:	270	Oak St	0 70	070	'	0.000	•	0.547	1400	ı	2000
<u> </u>				From:		Oak Street									
Morton St	0.23	1300	F	97% To:	2%	1% 0%	0%	0%	С	0.101	F	0.556	1400	F	2003
				From:		Pretlow St									
3916) Crescent Dr	0.66	690	F	96%	3%	Fairview Dr	0%	0%	С	0.146	F	0.637	760	F	2003
3916 Crescent Dr	0.00	030	•	To:	370	North Dr	0 70	0 70	C	0.140	'	0.037	700	'	2003
				From:		High Street									
Beamen St.		110	F	<u> </u>		3				0.168	F		120	F	2003
				To:		Fontaine Street									
				From:		South St									
Bruce St.		1000	F							0.089	F		1100	F	2003
				To:		Cool Spring St.									
			_	From:		South St					_				
Delk St.		630	F	To:		Mening St				0.11	F		690	F	2003
						Mariner St.									
Fontaine St.		150	F	From:		Beamen St.				0.106	F		160	F	2003
i untaine St.		150	-	To:		Norfleet St				0.100			100	ı	2003
				From:		Homestead Rd									
Forest Pine Rd.		800	F	<u> </u>		Homestead Ku				0.1	F		870	F	2003
			-	To-		Crescent Dr					•				
				From:		Bolling St.									
Laurel St.		470	F	<u> </u>						0.097	F		510	F	2003
				To:		Ashton Ave									
				From:		Hunterdale Rd									
Magnolia Ave		70	F							0.241	F		70	F	2003
				To:		Dead End									
				From:		Clay St								_	
Meadow Lane		190	F	To:		C DI				0.118	F		210	F	2003
						Sycamore Rd									
Old Sedley Rd		850	F	From:		Hunterdale Rd				0.101	F	0.648	930	F	2003
Old Sedley Ru		030	-	To:		Myrtle Dr				0.101		0.040	930		2003
				From:		Dead End		1							
Park Circle		120	F			Dead Elid				0.136	F		130	F	2003
				To:		Clay St									
				From:		Roosevelt Stree	t								
Redwood Ave		70	F							0.156	F		70	F	2003
				To:		Wilson Street									
				From:		Cypress Ave									
Robin Hood Rd		160	F							0.16	F		170	F	2003
				To:		Pine Ave									
				From:		Pine Ave									
Robin Hood Rd.		50	F	Te:		Mar E 1.				0.298	F		60	F	2003
				10.		WCL Franklin		!							
Malay 4 Ot		ECO	F	From:		Elm Street				0.425	г		610	_	2002
Walnut St.		560	F	To		South St				0.135	F		010	F	2003
						soum st		J							